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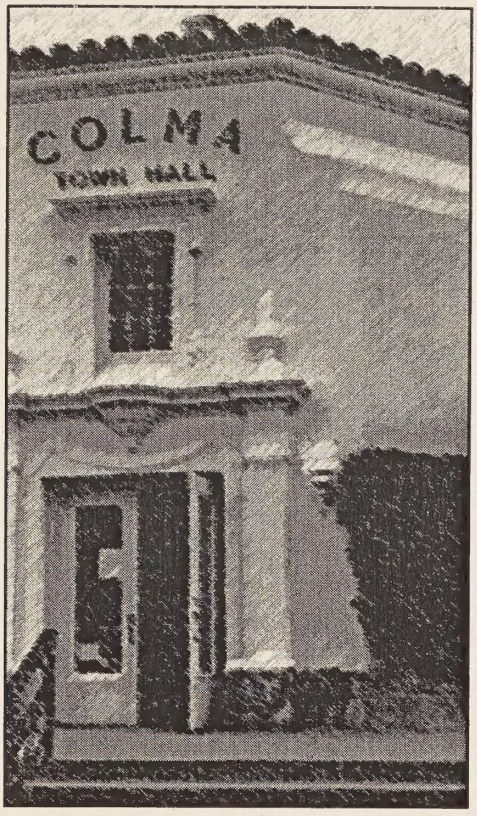
TOWN OF COLMA

General Plan

ADOPTED JUNE 1999
RESOLUTION 99-22

COLMA GENERAL PLAN



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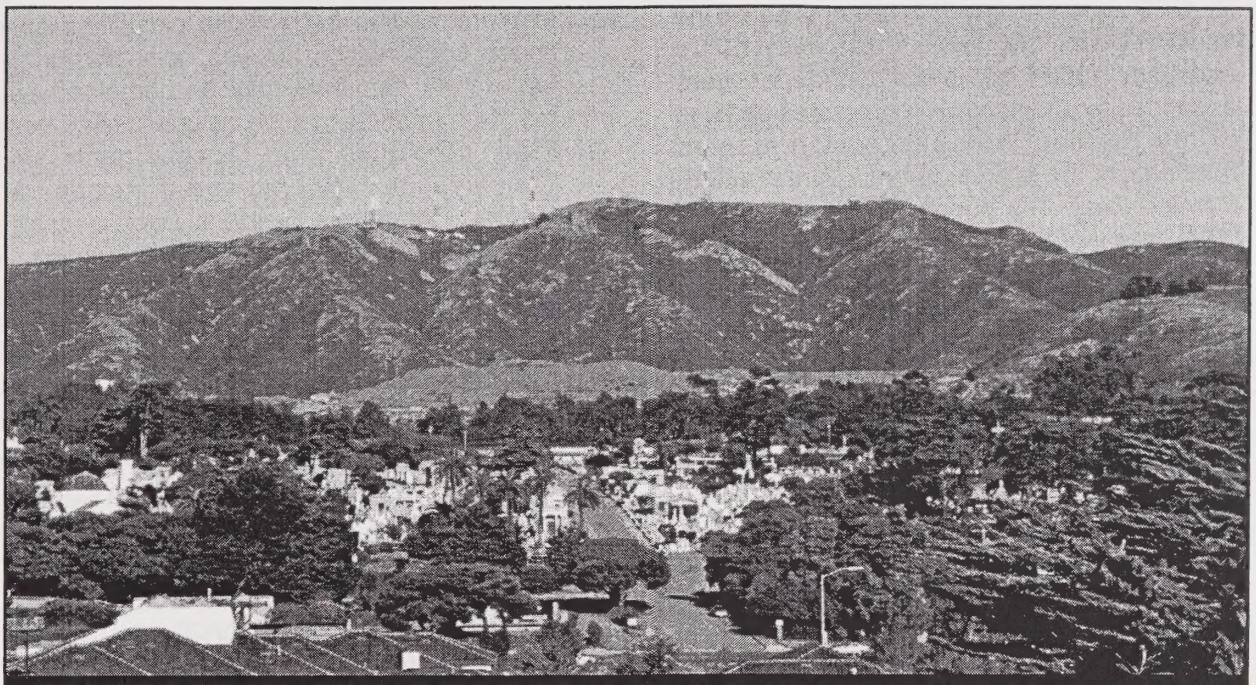


Colma is a greenbelt community with attractive cemeteries and agricultural fields surrounding a regionally oriented commercial core.

INTRODUCTION TO THE GENERAL PLAN

5.01.000 THE PLANNING CONTEXT

Colma is a greenbelt community with attractive cemeteries and agricultural fields surrounding a regionally oriented commercial core. The Town began as a community of thirteen cemeteries in the early 1900's. This was primarily due to ordinances adopted around the turn of the century prohibiting burials in San Francisco, which forced cemeteries to relocate south to the Peninsula. In order to avoid relocating again the cemetery owners incorporated as a town on August 5, 1924. Originally known as Lawndale, the name was changed to the Town of Colma on November 24, 1941. Seventeen cemeteries now exist.

During the second half of the 1900's Colma became known, not only for containing a number of regional cemeteries, but also for its farms of fresh market flowers. An expanse of 450 acres, located between Colma and Daly City used exclusively for raising violets, became a major tourist attraction.

Colma is located approximately two miles south of San Francisco on the San Francisco Peninsula, midway between the San Francisco Bay and the Pacific Ocean. The Town is bounded on the north and west by Daly City, on the south by South San Francisco, and on the east by San Bruno Mountain State and County Park. San Bruno Mountain provides the natural visual backdrop to the Town from the surrounding areas. Colma is easily reached travelling north and south by way of Interstate Highway 280, paralleling the Town's west boundary, and by State Highway 82 (El Camino Real) running through the geographic center of Town.

Within the Town boundary, the ground elevation ranges from about 100 feet to about 500 feet above Mean Sea Level. The Town boundary includes approximately 1.98 square miles of a wide valley associated with Colma Creek. Most of the land east of El Camino Real is committed to cemetery use or agricultural fields. These uses lead up to the foot of San Bruno Mountain and impart a rural atmosphere. Land west of El Camino Real is oriented more to commercial uses although Colma's regionally-oriented commercial core is bracketed on the north and south by cemeteries.

By 1960 approximately 500 residents called the Town of Colma their home. In the early 1970's and early 1980's the Town boundaries were expanded by annexing unincorporated portions of the Sterling Park subdivision located northeast of the intersection of F Street and El Camino Real. The population as of January 1998 was estimated by the Department of Finance to be 1278 persons.

The Association of Bay Area Governments (ABAG) projects a steady growth in population and employment for the Colma area to at least the Year 2000. In order to allow orderly assimilation of new population and ensure the ability to provide services, the Colma City Council has adopted a Community Goal to plan for a population of approximately 1,500 by the Year 2005.

The 1990 U.S. Census indicates that Colma has a multi-ethnic population. The median family income in 1990 was $43,967 compared to the County mean of $53,430. Major occupations in 1990 included managerial, administrative and service jobs. The labor force consisted of 52% men and 48% women in 1990. Unemployment was 2.3% for men and 2.5% for women in the work force at that time.

Over the last two decades the Town has encouraged regional commercial facilities to locate in Town centering on Serramonte Boulevard, Collins Avenue, Junipero Serra Boulevard and Colma Boulevard. There is a significant concentration of automobile and truck dealerships located along the Serramonte Auto Sales District in Colma and there are two large shopping centers (Serra Center and 280 Metro Mall) offering a total of approximately 450,000 square feet of retail space. These facilities provide employment opportunities and most of the sales tax revenue benefiting the Town.

5.01.100 PURPOSE, INTENT AND USE

5.01.110 PURPOSE AND INTENT OF THE GENERAL PLAN

The Colma General Plan satisfies State law requiring a comprehensive, long-term General Plan for the physical development of the Town. The Plan must contain seven mandatory elements addressing land use, circulation, open space, conservation, housing, noise and safety. Mandatory elements may be combined and elective elements may be included. The Colma Plan combines the Open Space and Conservation Elements and it includes an Historic Resources Element. Each separate element must be consistent with the others. It is intended that the General Plan be used as the principal policy document guiding City Council action on development matters. See especially the Community Goals (Section 5.01.200) and the policy sections accompanying each General Plan element.

5.01.120 ADOPTION AND AMENDMENT OF THE PLAN

The General Plan is adopted and amended by City Council Resolution. Amendment to any one element is limited to four times each year. Amendments must not be made capriciously but only when a change is in the best interest of the community at large and when public health, safety and welfare is not endangered.

5.01.130 RELATIONSHIP OF THE GENERAL PLAN TO ZONING

The General Plan is the principal policy document for City Council reference and guidance on development matters. The location and overall orientation of land uses are designated in the General Plan. The Land Use Element is the principal reference for the distribution and intensity of present and planned future use of all land areas within the Town of Colma. The Zoning Ordinance is the principal guide to the implementation of the various land uses. It designates land use and sets forth appropriate limitations such as building heights, land coverage, off-street parking and setbacks from buildings to property lines. Zoning designations must be consistent with the General Plan.

5.01.140 LAND USE ENTITLEMENTS

Permits must typically be obtained from the Town before developing property or changing land uses. Permit procedures regulate such

activities as the subdivision of land, grading, design of buildings and grounds, tree removal and signs in order to insure land use compatibility, to mitigate potential environmental impacts and to implement General Plan policies. A permit guidelines package is available in the office of the City Planner.

5.01.200 STATEMENT OF COMMUNITY GOALS

The following Statement of Community Goals is established by the Colma City Council and is intended to give direction and focus to the official policies and action programs contained in the individual general plan elements. Overall, the goals are aimed at sustaining essential economic, environmental and social attributes of the Town. It is intended that this community goals statement and the Colma General Plan will be valid to the year 2005. Goals are not stated in priority order and they may be amended by the City Council if unforeseen changes or opportunities arise in the future.

5.01.201 Preserve the uniqueness of Colma as a city of cemeteries, historical significance and regional commerce.

5.01.202 Promote a new tradition of flower planting to distinguish Colma from surrounding communities and to enhance local scenic qualities.

5.01.203 Plan for a population in Colma of about 1500 residents by the year 2005.

5.01.204 Promote programs which provide Colma residents and visitors with a sense of nature, relief from overcrowding and expanded recreational opportunities.

5.01.205 Maintain the availability of affordable housing units, both rental and for sale, for all income groups.

5.01.206 Plan for the orderly use of land resources throughout Colma.

5.01.207 Regulate land use and the development of structures to provide the maximum protection from fires, flooding, earthquakes and geologic hazards.

5.01.208 Promote the improvement and upgrading of buildings, homes and properties in Colma.

5.01.209 Establish a program of tree planting and maintenance to enhance the scenic qualities of all streets throughout Colma.

5.01.210 Promote waste reduction and recycling efforts by all businesses and residents.

5.01.211 Develop sidewalks, pathways and dedicated routes throughout Colma to foster safe bicycle use, pedestrian safety and improved access to public transit.

5.01.212 Encourage residents, visitors and employees to share rides and to use private shuttles and public transit to reduce private automobile traffic in Colma.

5.01.213 Initiate a program to upgrade the Old Mission Road corridor including an upgrade of off-street parking, introduction of landscape improvements, protection for historical resources and provision for transit oriented residential and residential/commercial uses.

5.01.214 Develop design criteria applicable to remodeling and new construction to ensure architectural interest and compatibility with surrounding buildings and land.

5.01.215 Plan for needed community facilities including a library, post office, community play fields and a site suitable for a future public safety facility.

5.01.216 Encourage facilities and programs which provide care for children and senior citizens in Colma.

5.01.217 Diversify sources of income to the Town.

5.01.300 KEY FEATURES OF THE GENERAL PLAN

5.01.310 THE PLAN CONCEPT

The Plan concept is to strengthen the Town's identity. Emphasis is placed on the important greenbelt theme of Colma, on enhancing its residential environment and on promoting its important status as a regional center for cemeteries and commerce.

5.01.320 SPECIAL IDENTITY FOR COLMA

Colma is different from other Bay Area cities because of its large expanses of open space related to the cemeteries and land held by cemeteries but currently in agricultural use. Colma is protected on the east from the intrusion of different land uses by San Bruno Mountain Park. Similarly, the Town is protected on the west by the Junipero Serra Freeway (Highway 280). The Plan policies promote the retention of the greenbelt theme by strengthening the existing visual buffers at the Town's perimeter and by protecting the greenbelt experience as one travels in a north-south direction through Town.

Colma is also different from other Bay Area cities because of the regional orientation of its commercial core area. To the extent that it is practical the Plan focuses on Serramonte Boulevard as the regional commercial spine with retail activities concentrated between Junipero Serra Boulevard and El Camino Real.

5.01.330 GATEWAYS TO THE TOWN

Colma's visual image is dependent on what is seen from the road as people approach and move into Town. Colma's separate identity and sense of containment can be strengthened by the experience of entering the Town through park-like gateways. The Plan identifies six distinct gateways: (1) El Camino Real at the intersection of F Street; (2) the junction of El Camino Real at Mission Road; (3) the junction of Serramonte Boulevard at Collins Avenue; (4) Hillside Boulevard at the intersection with F Street (5) Hillside Boulevard at the south Town limits; and, (6) Mission Road at the south Town limits. More detail about the gateways is included in the Circulation Element.

5.01.340 PLANNING AREAS

Several distinct planning areas are defined primarily by the major circulation routes through Colma. These are shown on the Planning Area Map (Exhibit I-1) and are defined as follows:

5.01.341 Central Colma
Bracketed by Woodlawn Cemetery on the north and Cypress Lawn Cemetery on the south this Planning Area contains Colma's regional commercial core and The Colma Town Hall.

5.01.342 Cemetery
Situated between El Camino Real, Mission Road and Hillside Boulevard, this Planning Area extends from F Street on the north to the Town Limits on the south and is primarily committed to cemetery use.

5.01.343 Cypress Hills
Bracketed by Olivet Cemetery on the north and Holy Cross Cemetery lands on the south, this Planning Area contains a golf course, landfill site and other lands expected to eventually be absorbed for cemetery use.

5.01.344 Sterling Park
This Planning Area contains Colma's primary residential district.

5.01.345 Mission Road District
Extending south from the junction of Mission Road and El Camino Real, this Planning Area is oriented primarily to service commercial facilities with the potential for mixed retail/residential uses to be built near the South San Francisco BART station at Colma's south boundary.

5.01.350 SUSTAINABILITY

"Sustainablity" is a strategy by which communities seek economic development approaches that also benefit the local environment and quality of life. It has become an important guide to many communities that have discovered that traditional approaches to planning and development are creating, rather than solving, societal and environmental problems. Where traditional approaches can lead to congestion, sprawl, pollution, and resource overconsumption, sustainable development offers real, lasting solutions that will strengthen our future.

Sustainable development provides a framework under which communities can use resources efficiently, create efficient infrastructures, protect and enhance quality of life, and create new businesses to strengthen their economies. It can help create healthy communities that can sustain the present generation, as well as those that follow.

SUSTAINABILITY: A DEFINITION

The United Nations' definition of sustainability:

A sustainable society meets the needs of the present without sacrificing the ability of future generations to meet their own needs.

5.01.351 Measuring Sustainability: Community Indicators

"Community Indicators" are measurements of local trends that include all three dimensions of a healthy community: economic, environmental, and social. They provide information about past trends and current realities, assisting communities in staying on a course of sustainability. Community indicators help civic leaders clarify key issues and challenges, or prioritize spending when budgets are tight. Indicators can point a community toward specific initiatives or policy changes that will have a real effect on quality of life. That impact is then reflected in the indicator designed to measure it.

One of the most important elements of a successful "indicator set" is that it is as relevant as possible to the community that it serves, making it more possible for it to spur constructive change. Table I-1 outlines Community Indicators for Colma.

TABLE I-1
COMMUNITY INDICATORS FOR COLMA

COMMUNITY ECONOMIC VITALITY
• Number of business licenses
• Percent of households that can afford median house price
• Percent of households that can afford median rent price
• Gross retail sales per square foot of retail space
COMMUNITY INVOLVEMENT
• Council contributions to non-profit organizations
• Percent of registered voters who vote
• Number of businesses represented at Holiday Party
• Number of child care spaces provided
COMMUNITY MOBILITY
• Level of Service (LOS) at the four most heavily-traveled intersections
• Number of public bus routes serving El Camino Real and Junipero Serra Boulevard
• Pavement condition on arterial and collector streets
COMMUNITY HEALTH AND SAFETY
• Average police call response time
• Average fire call response time
• Number of alcohol/narcotics arrests annually
• Percent of waste diverted from landfills
COMMUNITY APPEARANCE AND CULTURE
• Hours of programmed events at Community Center annually
• Linear feet of street trees
• Linear feet of street-oriented flower plots
• Acres of public park space
• Litter Index (number of littered properties facing arterial and collector streets

5.01.400 ENVIRONMENTAL EFFECTS

A Negative Declaration was prepared to address the environmental effects of updating the Colma General Plan. The full text of the Initial Study is on file at Colma Town Hall. The following environmental effects and findings were considered by the City Council.

5.01.401 The revised 1999 General Plan is consistent with zoning provisions. The Land Use Element policies are designed to assure compatibility of land uses, provide for the orderly development of the community and avoid disrupting or dividing the physical arrangement of the community.

5.01.402 Given the limited availability of developable land resources in the Town of Colma, implementation of the General Plan will not exceed official regional or local population projections. In addition, implementation of the General Plan will not induce substantial growth in any area of the town, given the policy to limit the number of residential units annually to 50. None of the policies or designated land uses in the Land Use Element will displace existing housing.

5.01.403 The Safety Element identifies geologic hazards present in Colma. The entire Town is subject to seismic ground shaking in the event of an earthquake. Policies are designed to assure that development in Town meets the highest standards of safety through the requirement of a geologic report and engineering calculations at the time of submittal for a building permit.

5.01.404 A portion of the Town of Colma is in a narrow valley influenced by Colma Creek. This area at lower elevation is subject to flooding in periods of extreme rain. This situation will be improved by flood control and drainage improvements proposed to be constructed beginning in 1999.

5.01.405 The Town of Colma enjoys good air quality. At full build-out of the General Plan, air quality is expected to remain good based on land uses within Colma, given that no land uses directly contributing to local air pollution are anticipated to be located within the Town. However, land uses and land use decisions made by adjoining cities could have a negative impact on air quality. The extension of BART will offer a regional transportation alternative that may help ease auto use, and subsequently reduce auto emissions affecting Colma. Policies are included to encourage pedestrians and bicyclists.

5.01.406 At full build-out of the General Plan, traffic within the Town of Colma will remain within acceptable levels. However, development decisions in neighboring communities could have spillover effects. New development and housing will likely occur along the El Camino Real and near the BART right of way. Higher density residential uses near BART stations are expected to support BART ridership.

5.01.407 Land area surrounding Colma is home to at least six endangered wildlife species and at least six endangered plant species. Man made water features in local cemeteries may provide a suitable habitat for two of the endangered wildlife species. Raptors may also be present in existing stands of trees within the town. The General Plan includes policies which would require appropriate levels of environmental review if there is a possibility of disrupting a potentially sensitive area. The General Plan also discusses tree preservation. A tree removal permit process is currently in place to protect existing trees. Areas designated for urban development are considered infill sites and are surrounded by urban development. Development of infill sites is not expected to impact any biological resources.

5.01.408 The proposed General Plan, through proposed policies, seeks to reduce consumption of non-renewable resources and promote development and housing that will reduce auto dependence in favor of alternative transportation. There are no known mineral resources of value classified or designated by the State within Colma.

5.01.409 The Town of Colma is subject to natural hazards such as fires, earthquakes, flooding and landslides. The General Plan includes policies related to the processing of applications for new development to require that new buildings and facilities are built to meet or exceed standards to mitigate against natural hazards. In addition, the Town is prepared to respond in the event of a natural disaster.

5.01.410 The Noise Element of the General Plan indicates sources of local noise, mostly attributable to the auto. No new roadways or expansions to roadways are proposed which may lead to an increased ambient noise level with the exception of the proposed Hickey Boulevard extension which will be the subject of its own Environmental Impact Report. Due to the location of Colma's principal residential neighborhood away from commercial uses and the large amount of land devoted to cemetery use, Colma residents enjoy a relatively quiet living environment.

5.01.411 The Town of Colma does not have a fire station within its corporate limits. Fire service is provided by a volunteer paid fire force. If current development continues in Colma, fire protection services would need to be expanded, thus the recommended limit of 50 new residential units per year to plan and expand existing services. In a like manner, the Police Department is cramped at their facility located in the Town Hall building. Eventual expansion will be needed.

5.01.412 There are no schools within Colma. Future residential units will generate incremental increases in school attendance. The ability of local schools to accommodate new students should be determined as part of the project review process.

5.01.413 Policies in the General Plan express the Town's strong emphasis on quality of design and aesthetics for new projects. The Town has adopted a series of design policies for new construction. Each project will be reviewed (and a separate environmental review conducted) for compliance with General Plan policies and the Zoning Ordinance. The General Plan also discusses the importance of protecting and enhancing scenic vistas.

5.01.414 The new Historic Resources Element of the General Plan identifies 30 sites or districts with historical significance. Eight buildings and four districts are eligible for listing on the National Register. The element provides information on available preservation programs and laws that can provide opportunities to further preservation programs in Colma. This new element should have positive environmental, cultural and social effects through the recognition and preservation of resources for the enjoyment of future generations.

5.01.415 The Open Space/Conservation Element of the General Plan identifies two new recreational facilities that the Town wishes to pursue. These include land for ballfields and a site for a picnic and historic park. Combined with other programs and facilities the Town maintains, any further development in the community should not significantly increase the demand for recreational facilities.

5.01.500 FINDINGS

5.01.501 The Initial Study and Checklist prepared for the 1999 General Plan update indicates that the update will not significantly adversely affect the environment, either in the alteration of the community or by creating short- or long-term adverse impacts.

5.01.502 The General Plan project Negative Declaration was prepared in accordance with the provisions of the California Environmental Quality Act of 1970, as amended and applicable guidelines. A copy of the Initial Study and Checklist and related material may be reviewed at the Colma Town Hall.

5.01.503 Approval of the 1999 General Plan Update will not cause a significant or individual or cumulative impact on the environment.

a. The update serves to clarify and update goals to provide for orderly development, safety, preservation, and the enhancement of open space. When fully implemented, the level of development will not constitute a significant individual or cumulative impact on the environment. Individual projects will be reviewed for environmental impacts at the time they are proposed.

b. Implementation of the 1999 General Plan Update will not degrade the quality of the environment. Policies are included to preserve, protect and enhance the quality of the environment.

c. Fish and wildlife habitat will not be substantially reduced.

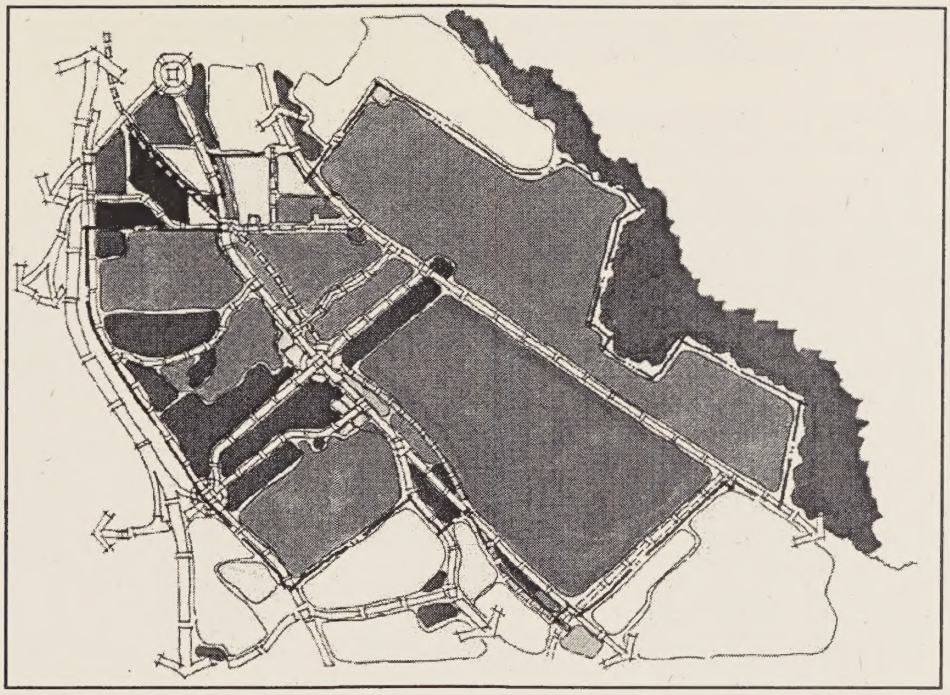
d. Implementation does not threaten the elimination of rare or endangered plants or animals or important cultural resources, but rather identifies them and their location.

e. Human beings will not be adversely affected by the proposed update.

5.01.504 Approval of the 1999 General Plan Update does not conflict with the adopted environmental goals of the community.

5.01.505 Approval of the 1999 General Plan Update is permitted by State law and consistent with local ordinances.

LAND USE ELEMENT



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Colma is well known for its expansive cemeteries and regional commercial centers.

LAND USE ELEMENT

5.02.000 INTRODUCTION

5.02.010 PURPOSE

The Land Use Element is intended to describe the general distribution and intensity of present and planned future use of all land areas within the Town's jurisdiction.

5.02.020 RELATION TO OTHER GENERAL PLAN ELEMENTS

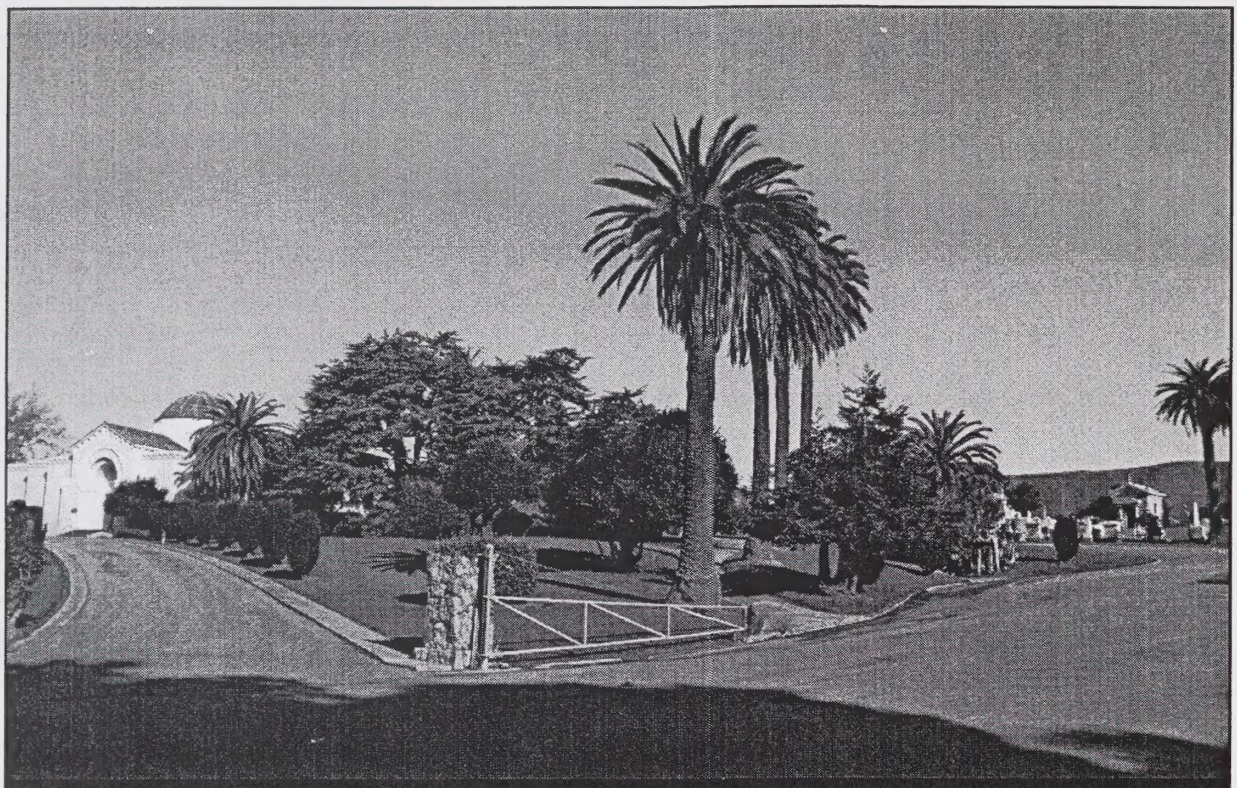
The Land Use Element is influenced by each of the other Plan elements. While each land use type has certain basic land area requirements and service needs, the distribution of uses is significantly influenced by circulation and access, topographic features, noise factors, and the desire of cemetery owners and residents for open space and attractive surroundings.

5.02.030 LAND AREA AND LAND USE

Approximately 1.98 square miles are contained within Colma's town boundaries. Of this land area approximately 76% is presently committed to cemetery and agricultural land uses. This dominant land use type gives Colma its greenbelt theme. The town is primarily viewed by its residents as a community of cemeteries although the Town has a significant commercial core that primarily serves a regional market. The table below indicates the share of total land resources currently designated in each major land use category. The Land Use Map (Exhibit LU-2) illustrates the locations of these uses.

TABLE LU-1: PERCENTAGE OF TOTAL LAND AREA IN EACH LAND USE CATEGORY

Residential	1.82%
Commercial	13.68%
Public	0.36%
Cemetery/Agriculture	76.12%
Executive/Administrative	1.22%
Circulation	6.79%
Total	**100%**



Cemeteries are the most extensive and established land uses in Colma.

5.02.100 LAND USES

5.02.110 LAND USE COMPATIBILITY

5.02.111 Concept of Compatibility

There are inherent differences among land use types which help determine the most appropriate location for each type. The locational designations set forth in the Land Use Element are meant to provide for compatibility between adjacent uses and the features of the setting such as land slope, geologic condition, and noise level.

5.02.112 Use of Buffer

When it is necessary or desirable to place diverse land use types near each other, such as residential uses adjacent to manufacturing uses, or commercial uses adjacent to a cemetery, the use of a buffer to provide separation is recommended. This usually consists of fencing and planting, but may include building orientation to minimize conflicts that could result from such factors as noise, lighting, trespass, building aesthetics, traffic and parking.

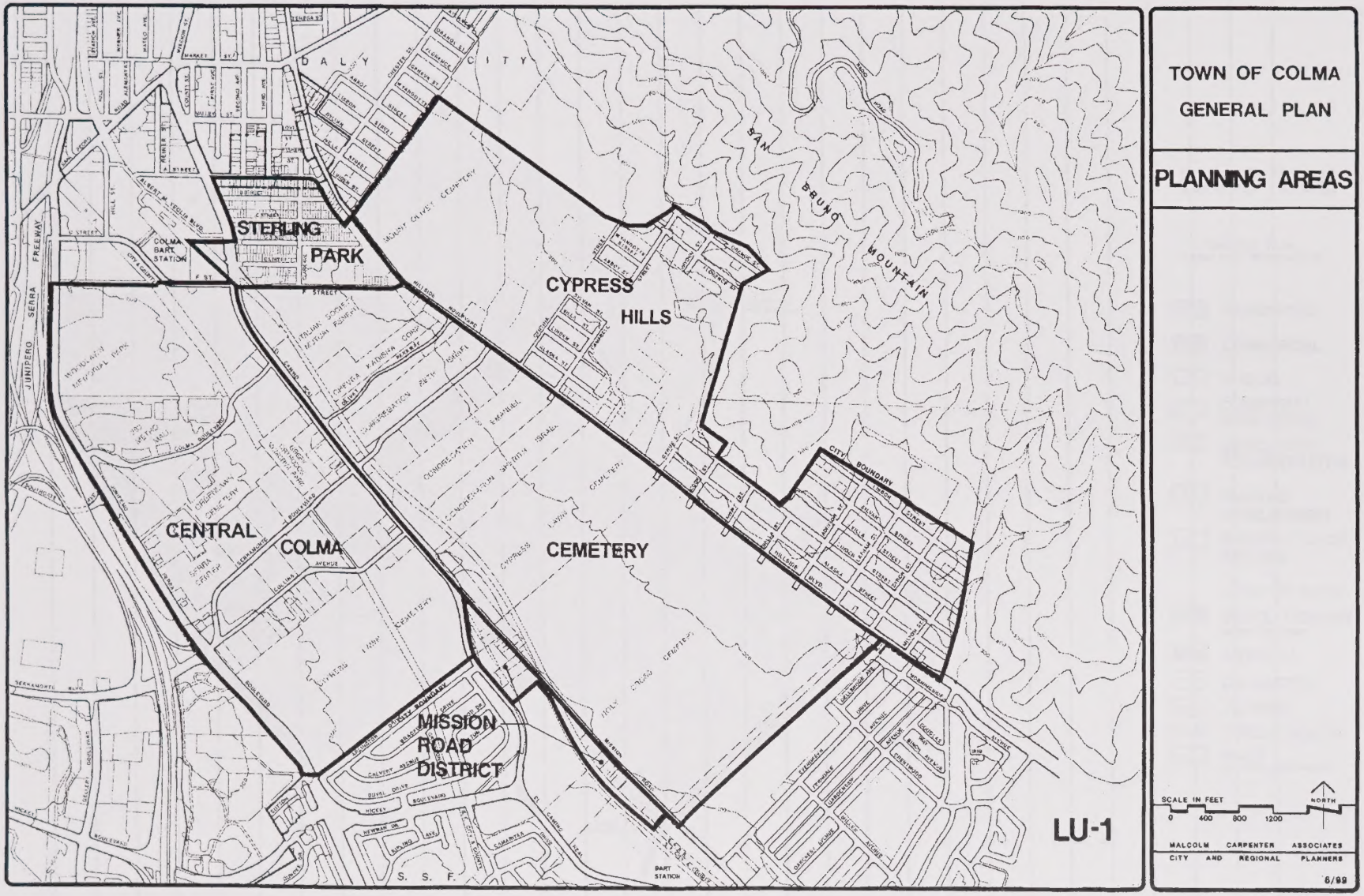
5.02.113 Circulation and Access

As a general rule, care should be taken so that non-residential traffic is not routed through local residential streets. Sufficient off-street parking should be provided for all new land uses to minimize congestion so that on-street spaces, where they are provided, are available for visitors. Where commercial uses may be placed in close proximity to residential or cemetery uses, even with the use of a buffer, care should be taken to orient the access and service areas of those commercial uses to avoid noise and visual intrusion.

5.02.114 Importance of Cemeteries

The most extensive existing and established land uses in Colma are memorial parks and associated uses including monument shops and florists. The aesthetic component of the community's character is largely a by-product of these land uses.

Large properties throughout the Town are rich in highly aesthetic amenities. Well-groomed lawns, rolling hills, manicured landscaping and


DALY CITY
SAN BRUNO MOUNTAIN
STERLING PARK
CYPRESS HILLS
CENTRAL COLMA
CEMETERY
MISSION ROAD DISTRICT
COLMA BART STATION
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GENERAL PLAN
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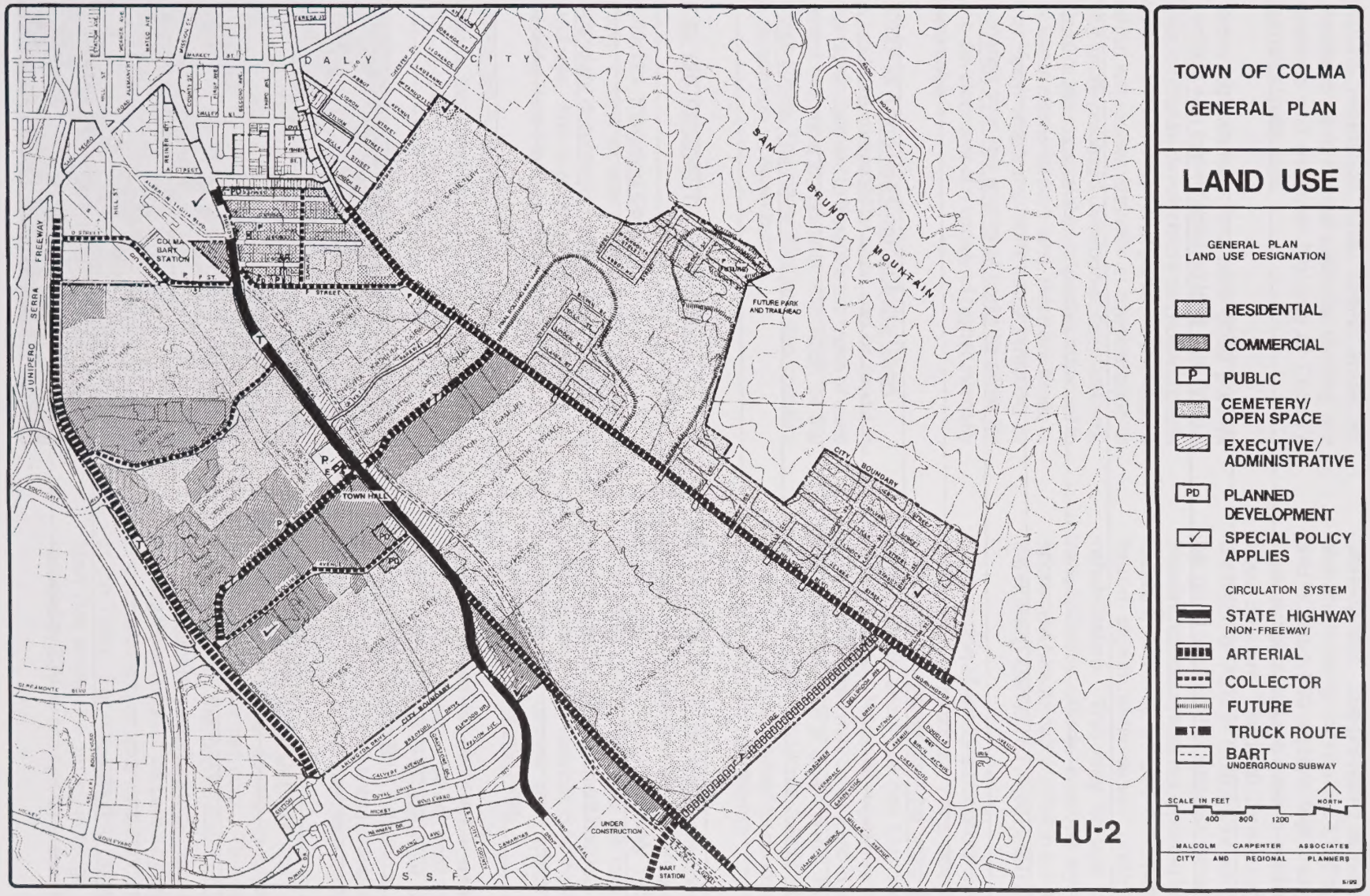
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LAND USE
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LAND USE DESIGNATION
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(NON-FREEWAY)
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BART
UNDERGROUND SUBWAY
SCALE IN FEET
0 400 800 1200
NORTH
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
5/00
LU-2
DALY CITY
SAN BRUNO MOUNTAIN
FUTURE PARK AND TRAILHEAD
COLMA BART STATION
TOWN HALL
CITY BOUNDARY
UNDER CONSTRUCTION
BART STATION
S. S. F.
JUNIPERO SERRA FREEWAY

NOTES:

natural vegetation, quiet scenic areas for meditation, and tranquil paths for strolling are common and essential features of Colma's memorial park uses.

Some high intensity land uses could present conflicts with this established land use. Visual effects of future development and noise impacts upon the Town's memorial parks are two factors which will receive attention in consideration of any future proposed development applications. Despite this constraint to properties adjacent to or within memorial park land, there are areas in the Town which are sufficiently removed or buffered from the memorial parks to allow for the development of a variety of higher intensity land uses.

5.02.115 Land Use Compatibility Chart
A land use compatibility chart can be found in the Noise Element to illustrate the types of uses which are most compatible with each of the noise zones. The Noise Element also contains a discussion on noise buffers.

5.02.120 RESIDENTIAL LAND USE

5.02.121 Planning Context
Only 1.82% of the area within the Town boundary is currently committed to residential land use. This is primarily concentrated in the Sterling Park Planning Area at present.

Single family homes and a small number of duplex, three and four unit structures comprise the predominant form of residential development. The prevailing standards for lot size and housing unit size are 3,300 square feet and 1,200-1,500 square feet, respectively. Residential structures have a median age of about 50 years. The 1980 Census reported the condition of 70% of Colma's housing units to be good while 27% needed rehabilitation. Housing condition was not reported in the 1990 Census; however, a 1998 windshield survey found significantly fewer units needing rehabilitation. This may be due to private rehabilitation efforts inspired by a Town-sponsored beautification effort in the area. See the Housing Element for more detail on housing.

The Sterling Park neighborhood is Colma's principal residential area.

Colma's plan allows for a mix of residential types and unit sizes to occur. Land designated for residential purposes can be used for single family homes and small day care facilities as allowed uses. Home occupations and large child care facilities may be allowed in residential districts subject to a Use Permit. Residential facilities, including multiple dwellings, may be allowed in areas designated for commercial use upon approval of a Use Permit.

In order to assimilate additional population in an orderly fashion and so as not to exceed a total population of approximately 1500 by the year 2005, Colma regulates the rate at which new residential development occurs. A growth management policy restricts to 50 the maximum annual number of new units which become available for rent or purchase.

Areas suitable for residential use include Sterling Park, Mission Street near the Colma BART station, Mission Road near the future South San Francisco BART station and several scattered sites. These areas are identified on the Figure H-1 found in the Housing Element.

5.02.122 Residential Density
Intended residential density is expressed in terms of units per net acre. The number of residential units that can be accommodated on a development parcel can be calculated by dividing the acreage of the parcel by the number of units allowed per acre for a specific location in the Town. For unsubdivided parcels larger than five acres, the gross acreage must be reduced by 23% to account for circulation before

the theoretical number of residential units is calculated. If the number of units calculated results in a fraction, the answer is rounded down to the next full number.

5.02.123 Sterling Park Sub-Area (Intended Density: 13-30 units per net acre)

Sterling Park is the residential area bounded by Hillside Boulevard on the east, Mission Street on the west, and B Street and F Street on the north and south, respectively. It is largely the result of annexation of unincorporated County land to the Town of Colma. This neighborhood contains the majority of the Town's population and housing structures. Approximately 280 housing units are located in this area and it contains approximately 98% of Colma's population. Homes here consist of modest sized tract homes east of Clark Avenue, and both older single family and multiple units to the west. A number of the buildings west of Clark Avenue were relocated to the area during the construction of Highway 280 in the 1960's. The low end of the density range (13 units per net acre) corresponds to the density that is realized by constructing single family detached residential units on a minimum 33 1/3 x 100 foot lot for all infill development in the residential area. The upper end of the intended density range corresponds only to the commercial frontage on Mission Street and acknowledges the potential for development of higher density residential units on upper floors in conjunction with retail frontage at the street level.

There are some properties in the residential area that are used for open storage, flower sheds and older warehouses. If these uses are destroyed or eliminated they may only be replaced with conforming residential uses. Development proposals will be rejected where building height, mass or residential density are incompatible with surrounding, developed sites. If existing duplex or multiple units are destroyed they may be replaced with an equal number of units only if current off-street parking, building height and setback standards are met.

Development of single family detached homes for infill to Sterling Park will help strengthen the residential area by encouraging home ownership and minimizing traffic. New housing should be compatible with the architectural style of existing buildings. The design must include pitched, rather then flat, rooflines, one and two story average height and building surfaces well articulated with windows, doors, balconies, bays, exposed beams, overhangs and similar features. A single story front facade should be featured. Buildings should be set back from the street to allow for attractive landscaping. Front yard areas, other than driveways, should not be used for parking nor for storage. Provision should be made to conceal trash receptacles,

Examples of new housing suitable for Sterling Park infill. Requirements for this area include pitched rooflines, one and two-story average height, and building surfaces well articulated with windows, doors, balconies, bays, exposed beams, and overhangs. These examples also have recessed garages, which help improve the appearance of the street.

mechanical and electrical equipment. Garages should be used for vehicle storage and not converted to living space.

Some commercial land uses exist at the neighborhood boundary along Mission Street. The boundary between land designated for residential use and that designated for commercial use in Sterling Park is intended to follow lot lines at the top of the steep bank paralleling the east side of Mission Street. In this way, the commercial uses, primarily with frontage on Mission Street, are at the lower elevations and the residential uses, with access from minor streets, are at the upper elevations.

With the opening of the Colma BART Station just west of the Sterling Park area in February 1996, the major investment and convenience of the transit system is expected to cause the value of surrounding land to increase. Pressure will be brought to develop vacant and underutilized sites more intensively. Residential demand will increase as will the demand for pedestrian-oriented retail uses. The Mission Street frontage in the Sterling Park Planning Area should change, over time, from a few commercial enterprises to a more intensive mix of street level retail uses with at least one level of off-street parking above or below grade. Street level commercial use is addressed in Section 5.02.134. Typically, two floors of residential units may be accommodated above the street level. Where possible, access to parking should be developed from side streets so the number of curb cuts on Mission Street can be minimized. Residential densities up to 30 units per net acre may be considered where ground level retail frontage is included along Mission Street. New buildings should be set back at least ten feet from the street curb with the setback area paved as sidewalk but articulated with planters, street trees and benches. Overall building height should be limited so that no more than two stories are seen from the prevailing elevation of the residential portion of Sterling Park. Pitched rooflines and articulated wall surfaces should be used to insure compatibility with the remainder of the Sterling Park Planning Area.

5.02.124 Scattered Sites (Intended Density: up to 22 units per net acre)

Various scattered sites that are not inventoried here may be suitable for residential development. Proposals for residential uses on scattered sites will be considered but may be rejected if the residential use would conflict with existing or planned land use for the specific area.

5.02.130 COMMERCIAL LAND USE

5.02.131 Planning Context

Approximately 13.68% of the land area within the Town limits is committed to commercial land use. Although the Zoning Ordinance identifies only one commercial zone, the General Plan locates specific commercial sub-areas and contains policies and guidelines aimed at directing specific types of commercial uses to specific sites. Four commercial sub-areas are recognized in the Plan: a Core Commercial Area, two Service Commercial Areas and two areas identified for mixed Commercial/ Residential uses. There are also some scattered, outlying commercial sites that are not included in these recognized planning areas. Specific policies are included to govern the types of uses at various identified sites. Where noted, coverage refers to the percentage of the site area that may be covered by buildings or structures, and, FAR refers to floor area ratio which is the ratio of building floor area to site area.

5.02.132 Core Commercial Area (Coverage: 50%; FAR: 1.5)

Colma's core commercial area is associated with the Central Colma Planning Area. It is intended to house the Town's most extensive use of commercial land including two regional shopping centers, an extensive new car Auto Sales District, and several large individual retail facilities. The Commercial Core Area is centered on Serramonte Boulevard between El Camino Real and Junipero Serra Boulevard, extends south to Collins Avenue and north to Colma Boulevard. The City Council should encourage tenants that strengthen the retail orientation of the Serra Center and 280 Metro Mall. Emphasis should also be given to encouraging the expansion of the Auto Sales District onto vacant and redevelopable properties located at the

westerly end of Collins Avenue. Commercial uses should not be expanded easterly from the 280 Metro Center along Colma Boulevard in order to protect the cemetery frontages on Colma Boulevard and the continuity of cemetery uses along El Camino Real north and south of Colma Bouelvard. Service facilities related to the major automobile dealerships on Serramonte Boulevard may be included on the same site with the principal retail use or in separate facilities located on Collins Avenue or in one of the two identified Service Commercial Areas. It is intended that new development in the Core Commercial Area will include convenient off-street parking and high quality landscaping that results in an attractive street frontage. Signs should be integrated with building architecture; however, it is recognized that freestanding signs may be necessary in the Core Area.

5.02.133 Service Commercial Areas (Coverage: 50%; FAR: 1.0)

Service commercial uses include auto servicing, light manufacturing, warehousing, contractors' supplies and other non-retail uses. Three areas suitable for the concentration of service commercial uses include Serramonte Boulevard east of El Camino Real, the central portion of Collins Avenue, and the northerly portion of the Mission Road District. Service commercial uses should be contained within a building. No open, uncovered storage of materials, supplies or refuse should be permitted and all repair and manufacturing work must be done inside of a building qualified to meet building and fire code standards for such use. Auto repair and servicing facilities, in particular, should not be approved unless there is sufficient off-street parking for each employee, vehicles waiting for service or repair, repaired or serviced vehicles waiting for pickup and vehicles stored until needed parts arrive. It is intended that new development in the Service Commercial Areas will include convenient off-street parking and landscaping that results in an attractive street frontage. Signs should be integrated with building architecture; pole signs should be discouraged.

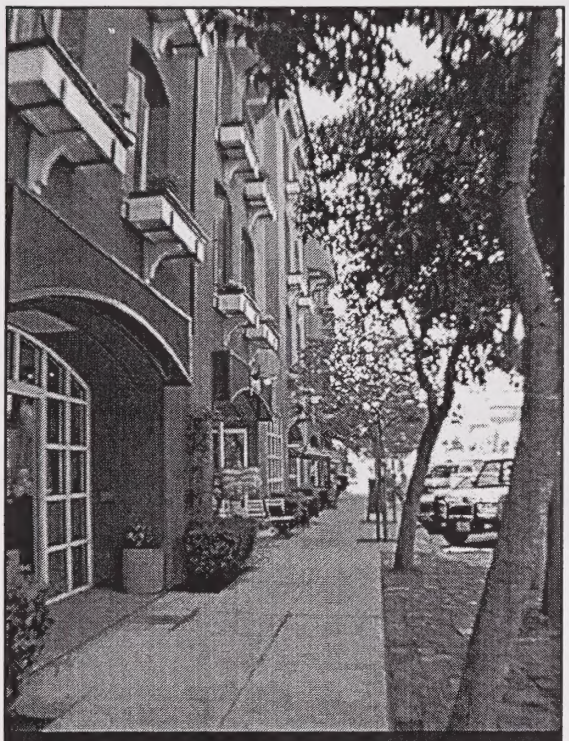
In the Mission Road District, some commercial parcels have frontage on both Mission Road and El Camino Real. Access to and from the segment of El Camino Real bordering the Mission Road District is potentially hazardous because of poor visibility due to the curvature of the road, relatively high traffic speeds, and a steep embankment. Access to parcels with frontage on both El Camino Real and Mission Road should be restricted to Mission Road.

Special guidelines and design standards for development along the Collins Avenue corridor have been adopted and are covered under a separate heading. Uses along Collins Avenue have included auto servicing, light manufacturing, and contractor's supplies -- uses that are primarily contained in a building and do not, regularly, draw a large clientele to the site. Buildings with these service uses may not cover more than 50% of the site and total floor area may not exceed 1.0 times the lot area. As properties along Collins Avenue are redeveloped, however, new uses that support the Auto Row function of the Core Commercial Area should be encouraged. Where a new use is consistent with those of the Core Commercial Area, an FAR of 1.5 would apply.

5.02.134 Mixed Commercial/Residential Areas (Coverage: 75%; FAR: 3.0; Intended Density: 30 units per net acre)

Mixed commercial and residential uses will be encouraged in the southerly portion of the Mission Road District and in the commercial frontage along Mission Street in the Sterling Park Planning Area pursuant to Planned Development Zoning. Both of these locations are within convenient walking distance of existing or planned BART stations and bus lines, helping to minimize reliance on automobile use. With the development of the new BART stations near D and Mission Streets, west of Colma, and adjacent to the Hickey Boulevard extension, south of Colma, it is expected that surrounding land values will increase and pressure will be brought to develop vacant and underutilized sites more intensively. It is intended that mixed commercial/residential uses will consist of pedestrian-oriented retail facilities on the ground floor with two or more levels of residential or office uses above. It is the most intensive use of commercial land in Colma.

New buildings should be set back at least ten feet from the street curb with the setback area



A building with pedestrian-oriented retail facilities on the ground floor and residential uses above.

paved as sidewalk but articulated with planters, street trees and benches. Pitched roofs should be used and the front facades should be well articulated with windows, doors, balconies, bays, exposed beams, overhangs and similar features. Appropriate ground floor uses are listed below:

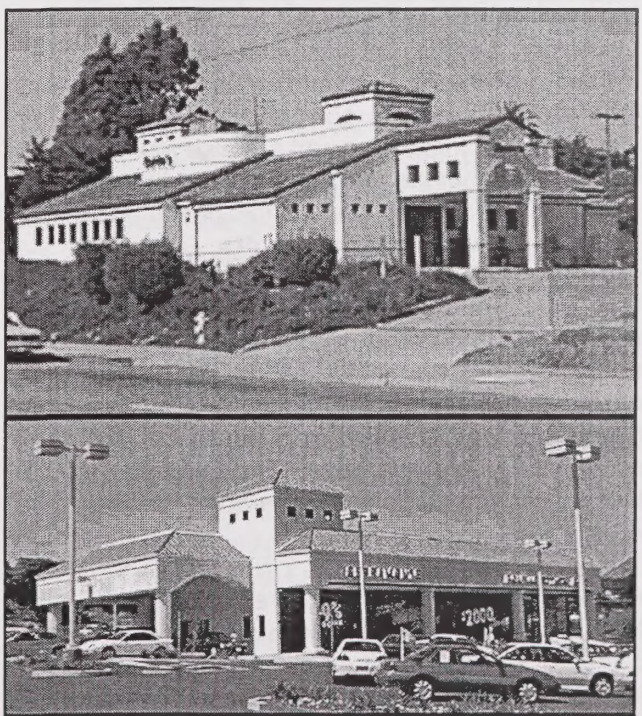
Baker	Hardware Store
Barber Shop	Health Club
Beauty Salon	Home Furnishings
Book Store	Office Supplies
Butcher Shop	Pet Store
Camera Store	Pharmacy
Clothing Store	Restaurant
Coffee Shop	Shoe Sales/Repair
Delicatessen	Specialty Foods
Dry Cleaner	Sporting Goods
Florist	Toy Store
Gift Store	Video Rental

5.02.135 Outlying Commercial Areas (Coverage: 50%; FAR: 1.0)

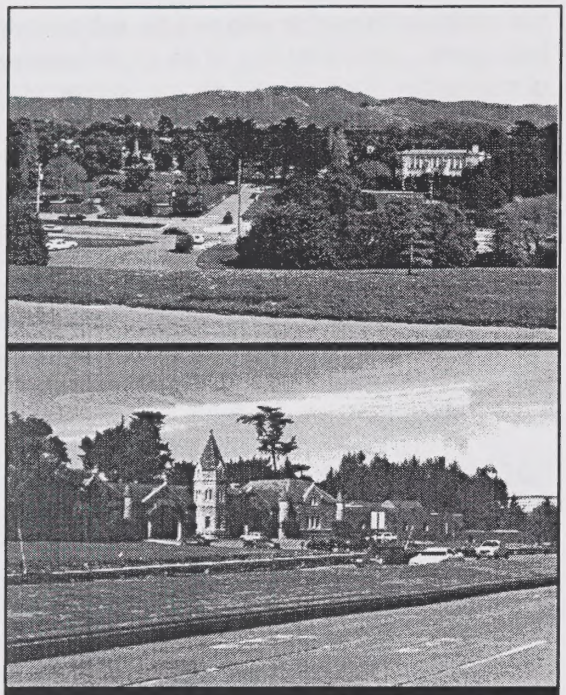
Outlying commercial uses are scattered across the Town. Specific policies should be used to ensure that the types of uses allowed on these sites will be compatible with nearby, established land uses. Sites that are close to cemeteries or residences, for instance, should be restricted to uses that do not generate traffic or noise and that are not visually unsightly. Signs, other than small identification signs, should be discouraged. Planning and zoning designations should not be changed to create any new scattered commercial sites. When opportunities arise, the outlying commercial uses should be eliminated and the land use designation changed for improved compatibility with surrounding uses.

5.02.136 Commercial Land Use Development Guidelines

It is intended that new buildings in all commercial districts, with the exception of established shopping centers, will incorporate a Spanish/ Mediterranean architectural theme. Exceptions will be considered if this approach would clash with existing improvements having recognized historical or architectural merit.



Examples of a commercial buildings incorporating Spanish Mediterranean architectural themes.



Colma's green belt theme is reinforced through the impression one gets while driving through the Town.

5.02.140 CEMETERY, AGRICULTURE AND OPEN SPACE LAND USES

5.02.141 Planning Context

Cemetery, agriculture and open space uses make up 76% of the land area in Town. Cemetery uses are concentrated in the Cemetery Planning Area and are also found in each of the other planning areas. In addition to memorial parks, uses found in this designation include flower growing plots, florists, greenhouses, monument shops and the Cypress Hills Golf Course. Other uses appropriate for this designation are private schools and churches. This land use designation is essential in maintaining Colma's greenbelt theme and it contributes to the economic base of the Town. The facilities on these lands draw people from around the Bay Area.

As the current trend toward cremation rather than ground burial continues, some cemetery owners may find that they have undeveloped land that could be leased or sold for other uses. As this occurs more intensive land uses may take the place of certain cemetery designations. These changes would, most likely, require a General Plan Amendment and zone change. Maintaining Colma's greenbelt theme throughout such changes can be accomplished in the way specific development proposals are implemented.

Colma's green belt theme is reinforced through the impression one gets while driving through the Town. Open space features such as large tree masses throughout the cemeteries, median strip landscaping and street trees on principal routes and the open, naturalized channel along open sections of Colma Creek, are all necessary in maintaining the open space character of the Town. The City Council will take action to improve civic beauty including tree planting, road median landscaping and enforcement of conditions related to private development projects. Further discussion of open space is found in the Open Space/Conservation Element.

5.02.142 Cemetery, Agriculture and Open Space Land Use Development Guidelines

Cemeteries are generally required to have Building Permits for most structures. However, Use Permits are not required for crypts, mausoleums and chapels. Use Permits are required for cemetery business offices, maintenance buildings, corporation yards, mortuaries and other uses which could detract from the green belt theme if they are not designed and sited properly. Cemetery structures should be set back from property lines to ensure land stability and to provide space for building maintenance and buffer landscaping. It is intended that new buildings seen from public streets will incorporate a Spanish Mediterranean architectural theme unless this approach conflicts with existing improvements having recognized architectural or historic merit. Exterior walls should be well articulated and landscaped to be attractive to neighboring land uses particularly where cemetery grounds abut a residential area.

5.02.150 EXECUTIVE/ADMINISTRATIVE LAND USE (Coverage: 50%; FAR 1.0)

5.02.151 Planning Context

The Executive/Administrative land use category was established to expand the range of possible land uses and economic opportunities along El

An example of an Executive/Administrative building incorporating a Spanish Mediterranean architectural theme.

Camino Real while continuing to protect the green belt theme of cemeteries. The Executive/ Administrative designation is applied to land where the previous land use designation was Cemetery/Agriculture/Open Space. It may also be used to replace a commercial land use designation when access constraints and aesthetic objectives warrant such a conversion. In this land use category cemetery or memorial parks and floricultural or agricultural uses are allowed with no Use Permit. Those uses allowed upon issuance of a Use Permit are nurseries, flower shops, monument shops, medical service offices and professional business offices. These uses are typically compatible with cemetery uses because traffic generation is minimal, large signs are not needed and buildings can be screened with landscaping. Restaurants, in general, are not intended for this land use category however to encourage expansion of suitable places for business and community gatherings the City Council will consider proposals for restaurants which include banquet facilities capable of accommodating 50 or more people separated from the main dining rooms. No fast food facilities will be permitted.

At this time just over one percent of the Town's land area is designated for Executive/ Administrative land use. Designations occur along both sides of El Camino Real. As conversions from the Cemetery/Agriculture/ Open Space land use designation are made on other lands fronting El Camino Real, the Executive/Administrative designation will be applied.

5.02.152 Executive/Administrative Land Use Development Guidelines

Preservation of Colma's greenbelt theme is an important objective of the Executive/ Administrative land use category. It is intended that new buildings on land designated for Executive/Administrative use will incorporate a Spanish Mediterranean architectural theme with a pitched roofline and that each development will include convenient off-street parking and high quality landscaping that perpetuates the greenbelt theme. Parking should be placed behind buildings or in fenced or walled enclosures well screened by landscaping. Roll up doors and loading areas should be located so they do not face the front of the lot. Signing should be restricted to small, building face signs whenever possible and no pole signs should be approved.

5.02.160 PUBLIC AND QUASI-PUBLIC UTILITIES, FACILITIES AND SERVICES (Coverage: 50%; FAR 1.0)

5.02.161 Planning Context

Because of Colma's small residential population, many basic utilities, public facilities, and services are provided by contract with special districts or through agreements with adjacent cities. Colma residents are provided with utilities such as water, sewer, and power, public facilities such as local government and schools, and services such as police and fire protection. This land use category typically includes the types of activities and facilities which are generally recognized to be more efficiently provided by a public or quasi-public agency than by individuals. Public facilities and Town-owned facilities other than streets, include the City Hall, an office building and senior housing complex next to Town Hall, two small parks, a neighborhood community center site on F Street, an office building on Hillside Boulevard at F Street and a sewer pump station. Publicly-owned properties are so designated on the General Plan Land Use Map (Exhibit LU-2).

When opportunities arise, Colma should acquire additional vacant or underutilized land for community recreation purposes, a new public safety facility, playing fields, a library, and a corporation yard. Certain minimum levels of

water quality, sewage treatment, and power are prescribed by State and Federal guidelines; and, there are ratios of personnel to total population for police and fire service which are desirable goals to achieve. Basic utilities and facilities that are located outside of the Town are discussed but are not indicated on the land use map.

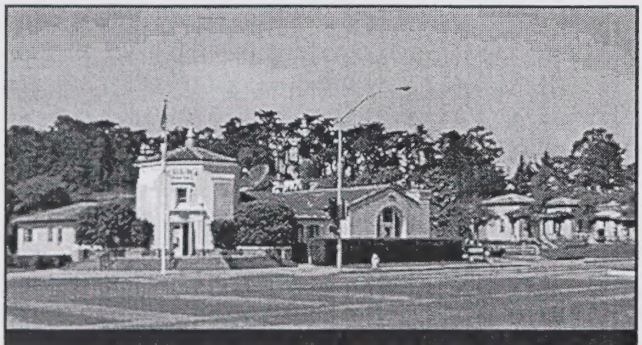
5.02.162 Public and Quasi-Public Facilities

5.02.162.1 Town Administration. Colma's government offices are housed in an attractive Spanish-style building complex located at the corner of Serramonte Boulevard and El Camino Real. Administrative offices and police facilities are contained in the main Town Hall. In addition, the Town owns a small office building adjacent to Town Hall on the north along El Camino Real. This building houses the Town's Engineering, Building and Planning functions.

Colma's government is the Council-Manager form. A five member City Council, including the mayor, is elected by the Colma citizens. The City Manager is hired by the City Council. The City Council sets official Town policy and acts as Planning Commission in administering planning activities.

The Town employs its City Manager and Police force on a full time basis. Other functions such as City Attorney, City Engineer, Building Official and City Planner are provided on a contract basis by private consultants.

The maintenance of public facilities and landscape is performed by town staff or is contracted out to private individuals or firms, while the maintenance of roads is provided by San Mateo County on contract.



Colma's government offices. The Spanish-style architecture of Town Hall provided the inspiration for Colma's design guidelines.

5.02.162.2 Public Schools. Colma has neither public nor private schools within the town limits. School age children living in Colma attend school in nearby Daly City or South San Francisco. The Town is part of both the Jefferson Elementary School District, the Jefferson Union High School District, and the South San Francisco Unified School District. The Jefferson districts include the Sterling Park neighborhood and houses on Hillside Boulevard. The South San Francisco district includes houses in the Mission Road area. None of these school districts provides buses to transport students to and from school.

Colma Children within the Jefferson Elementary School District attend kindergarten through the 4th grade (K-4) at Colma Elementary School. The school is located at 444 East Market Street near Hillside Boulevard, about one-half mile north from Colma's Sterling Park residential area. There are 463 students (1998) currently enrolled. The school's capacity is 480.

Children in grades 5-6 attend the Susan B. Anthony School, which opened in 1998 to relieve overcrowding that was occurring at Colma Elementary. 639 students are currently enrolled (1998), with a capacity of 670. The school is located at 575 Abbot Avenue, about one-half mile from Sterling Park.

Junior High school aged children attend grades 6-8 at Thomas R. Pollicita Middle School. The Middle School is located adjacent to Colma Elementary School at 500 East Market Street. Current enrollment at Pollicita is 565 students (1998) with a capacity for 900 students.

Colma high school students within the Jefferson Union High School District attend grades 9-12 at Jefferson High School. The school is located at 6996 Mission Street between Westlake Avenue and West Cavour Street. The school is approximately 1-1/4 miles north from Colma's Sterling Park residential area. Jefferson's current enrollment is 1400 students (1998) and its capacity is 1700 students.

Colma children living within the South San Francisco Unified School District attend elementary school at Sunshine Gardens Elementary School. The school is located at 1200 Miller Avenue, about one-half mile southeast from Colma's Mission Road area. There are 384 students (1998) currently enrolled.

Children in middle school attend Parkway Heights Middle School, located 825 Park Way, about 1.5 miles southeast from the Mission Road area. Current enrollment is 817 students (1998).

Colma high school students living within the South San Francisco Unified School District attend El Camino High School. The school is located at 1320 Mission Road, just across the city limits from Colma. The school's current enrollment is 1,512 students (1998).

All of the South San Francisco schools serving Colma students are reportedly at capacity (1998). There is an open enrollment policy within the district, however, allowing students to attend other schools in the district on a space-available basis.

5.02.162.3 Private Schools. The nearest private school available to Colma residents is the Holy Angels School. It is located at 20 Reiner Street in Daly City, one-half mile west of Colma's Sterling Park residential area. The school is operated by the Holy Angels Catholic Church and teaches grades kindergarten through 8th. Its current enrollment is 327 students (1998) and their capacity is 330 students. Tuition is paid monthly and varies depending upon the number of children enrolled from a family, and the amount of parental participation in the school.

In the case that a private school is proposed to be constructed in Colma, it is appropriate to find a site located near established residential areas and public transit routes. A General Plan Amendment will be required except for sites in a commercial district.

5.02.162.4 Recreational Facilities. The Urban Land Institute (ULI) has suggested standards for park facilities based on population to be served. The ULI standards recommend a two acre neighborhood park for every 1,000 population to be located within one-half mile radius of the population served. Parks located within the town limits include Bark Park (dog exercise park, 0.11 acres) at 427 D Street, the Sterling Park Community Center (0.33 acres) located at 427 F Street, the Auto Row Lunch Park (0.06 acres) located on Serramonte Boulevard and an unimproved community garden area measuring about 1.35 acres (gross) included as part of the 2.2-acre senior housing complex located adjacent to Town Hall. Recreation facilities that are available include the nine hole Cypress Hills Golf Course, located east of Hillside Boulevard and several private health clubs located within a one-half mile distance of Colma in Daly City. Residential developments over ten units in size will be required to provide on-site recreational facilities or to contribute to the purchase or improvement of off-site facilities. When possible, the Town should acquire vacant or underdeveloped sites for development of additional recreational facilities.

San Bruno Mountain State and County Park lies adjacent to Colma's easternmost boundary. The park entrance, however, is approximately four and one-half miles from the Sterling Park neighborhood. The park consists of 2,266 acres of rugged landscape offering hiking opportunities and outstanding views of Colma and the central Bay Area. The facilities provided here include an extensive trail system, picnic grounds, day camp, and an handicap accessible nature trail. Vehicular access to the park is gained from Guadalupe Canyon Parkway in Daly City. Pedestrian access to the park from Colma can be gained via a trailhead on Hillside Boulevard near the southern-most boundary of the Town. This trailhead leads up a ravine to the ridge top where the greater trail network can be accessed. A future trailhead with parking is proposed along Sand Hill Road near Hillside Boulevard to be implemented when the Hillside Landfill is closed (estimated after year 2005).

5.02.162.5 Churches. Although Colma has several memorial chapels within the town limits, there are no churches in Town. Memorial chapels are generally small facilities within cemetery grounds where mourners can gather for special services. Chapels do not have regular hours or agendas and do not require a

Use Permit. There are several churches nearby in Daly City, however. Some of these churches are: Holy Angels Catholic Church on Reiner Street, First Baptist Church on Lisbon Street, Hope Lutheran Church on San Fernando Way, and United Methodist church on Southgate Avenue.

Churches are distinguished from memorial chapels by having a regular schedule, a pastor or other regular speaker, a regular congregation and/or mailing list, and a group that organizes activities. Adequate off-street parking must be provided, and a Use Permit is required. If a church is proposed to be built in Colma, a site should first be sought within a cemetery/ agriculture land use area; second, in an executive/administrative land use area; third, in a commercial area.

5.02.162.6 Library. The nearest library to which Colma residents have access is the Daly City Main Branch Library located at Gellert Park on Wembly Drive in Daly City. The library is part of the Peninsula Library System and offers direct or computer access to a wide variety of information sources. Colma will seek to establish its own library.

5.02.162.7 Child Care. Day care homes and child care centers are located within Daly City and South San Francisco, adjoining Colma. Child care facilities should be encouraged in Colma, in both residential and non-residential areas in ways that are compatible with existing uses. All facilities will be encouraged to register with the Child Care Coordinating Council of San Mateo County.

5.02.163 Public and Quasi-Public Services

5.02.163.1 Safety Service. Colma has its own police department located within the Town Hall at the intersection of Serramonte Boulevard and El Camino Real. The Department (1998) consists of 17 sworn officers, 4 sergeants, a chief, a lieutenant, a dispatch supervisor, 4 dispatchers, 2 per diem dispatchers, and an administrative assistant. Counting both sworn officers and sergeants, there are a minimum of two per shift. The Department has 9 patrol cars. Average response time to a call for service is less than two minutes. It is expected that as Colma's population and commercial base grows the need for additional personnel will have to be evaluated.

Police facilities at Town Hall are currently too small for the department's needs. The Town should investigate whether to expand the existing facility or acquire a site elsewhere for a new facility. If the Police Department remains at Town Hall, additional space could be generated by expanding into the parking area behind Town Hall or onto adjacent Town-owned land.

Fire protection is provided to Colma by the Colma Fire Protection District, made up of 29 paid call fire fighters and three salaried part-time personnel (Chief, Battalion Chief, and Staff Captain) (1998). The Fire Protection District responds to calls within the town limits and the surrounding unincorporated areas. The station is located at 50 Reiner Street. The volunteers have an average response time of 3.5 to 4.0 minutes. Available equipment consists of 4 engines (three 1,500 gallon per minute capacity and one 1,000 gallon per minute reserve engine), one 75-foot aerial ladder truck and one squad truck (1998). For additional protection the Town has mutual aid agreements with the Daly City and San Mateo County Fire Departments. The California Division of Forestry protects the San Bruno Mountain Park.

Should the Fire Protection District be dissolved in the future, the Town should consider acquiring the District's existing Reiner Street facility, which is strategically located relative to Colma's most urbanized areas and is convenient to the Sterling Park residential area. Alternatively, the Town could acquire a site for a new public safety facility.

5.02.163.2 Medical Services. Both the police department and fire protection district provide emergency first aid and rescue service. At this time the Town has no doctors or other medical facilities other than veterinary within the town limits. The nearest hospital is Seton Medical Center located west of I-280 at 1900 Sullivan Avenue in Daly City. Facilities there include 357 licensed beds (1998) plus emergency and outpatient service.

5.02.163.3 Health and Safety Services. Public health inspections are provided by San Mateo County personnel. This service is on a request basis and includes inspection of water and sewer facilities, water quality in Colma Creek

and monitoring of septic systems. San Mateo County is responsible for administering a plan to regulate hazardous materials. Colma will provide information to the County on such matters as land fill sites and individual business which handle hazardous materials. Colma will assist in regulating the use, transport and disposal of hazardous materials in Colma through conditions of Use Permits.

5.02.163.4 Public Transit Services. Transit services in Colma are provided by the San Mateo County Transit District (SamTrans). Residents of and visitors to Colma can catch a SamTrans Mainline bus along El Camino Real or a SamTrans Local bus along Junipero Serra Boulevard, El Camino Real, or Mission Road. From Colma a person can take the bus to nearly any place in San Mateo or San Francisco Counties, including schools, shopping areas, BART Stations, the San Francisco Airport, or the Seton Medical Center.

The San Francisco International Airport is located east of Highway 101 approximately six miles south from Colma. This airport provides access to domestic and worldwide destinations.

The Colma BART Station is located in an unincorporated area located just west of the Sterling Park residential neighborhood at Mission Street and D Street. From here one can travel into San Francisco, across the Bay to Oakland, and from there north to Richmond, east to Concord, or south to Fremont.

SamTrans and BART are sponsoring a BART extension to San Francisco International Airport that is scheduled for completion by the year 2003. To ensure that visual and noise effects do not detract from the tranquil atmosphere required for Colma's memorial parks, the line extension through Colma is being constructed underground following the abandoned S.P.T. Railroad right-of-way. A new station will be built just south of Town adjacent to the Hickey Boulevard extension.

5.02.163.5 Postal Service. A small branch post office is located at the back of the Drug Barn in the Serra Shopping Center. It is conveniently located for merchants and shoppers. The nearest Post Office to Colma's Sterling Park residential area is the Colma Station of the Daly City Post Office. It is located at 7373 Mission Street, just north of Market Street.

5.02.164 Public Utilities

5.02.164.1 Sewer Service. Colma's existing sewer system is mapped on Exhibit LU-3. Extensions to this system are possible to any areas of the Town requiring new service due to development. Currently, the Town, through joint powers agreements, uses the South San Francisco - San Bruno Joint Wastewater Treatment Facility and the North San Mateo County Sanitation District Treatment Plant. The collection system in Town is, therefore, segmented.

The northern part of Town is served by 10 inch, 8 inch, and 6 inch sized lines which connect to a 10 inch force main located along the unincorporated portion of A Street. A sewer pump station is located at F Street. The Colma Creek Branch of the South San Francisco sewer system is located along Mission Road near the Holy Cross cemetery. The central and southern part of Town is served by this gravity flow system.

5.02.164.2 South San Francisco Sanitary Treatment Plant. The South San Francisco Sanitary Treatment Plant is located east of Bel Aire Road in South San Francisco. The plant has an average dry weather flow capacity of 9.0 million gallons per day (mgd). The current demand is approximately 9.6 mgd which can be processed using chemicals to meet the regional water quality control discharge requirements. A $41 million expansion program, expected to be completed in 2001, will result in a nominal design capacity of 13.0 mgd.

Through an agreement with South San Francisco and San Bruno, Colma has purchased the right to contribute maximum flows up to 450,000 gallons per day (gpd) to the shared plant. The Town currently uses approximately 130,000 gpd (1998). This represents 29% of the maximum flow rights. There is adequate system capacity to service the projected foreseeable development in Colma.

5.02.164.3 North San Mateo County Sanitation District Treatment Plant. The North San Mateo County Sanitation District Treatment Plant is located near John Daly

Boulevard and Lake Merced Boulevard in Daly City. Through an agreement with the Sanitation District, Colma is allowed the treatment of 490,000 gpd of wastewater with annual growth increments not to exceed 30,000 gpd. The plant has a design capacity of 10.3 mgd and currently treats approximately 6.8 mgd (1998). Colma currently contributes 37,617 gpd (1998) representing 7.7% of the Town's full allocation.

Wastewater at the plant is given secondary treatment and then discharged into the Pacific Ocean. Wastewater solids are transported off-site for land disposal.

5.02.164.4 Water Service. Water service is provided to the Town by California Water Service Company (See Exhibit LU-4). Colma is within Cal Water's South San Francisco District, which provides water from a combination of groundwater and purchased water sources. The purchased water is acquired from the San Francisco Water Department, whose sources are the Hetch Hetchy System, the Tuolumne Basin, and individual local sources. A new treatment plant for the groundwater supply opened in 1997. The supply and storage capacity of water reservoirs is adequate to meet the present needs and foreseeable growth of Colma as projected in the Housing Element.

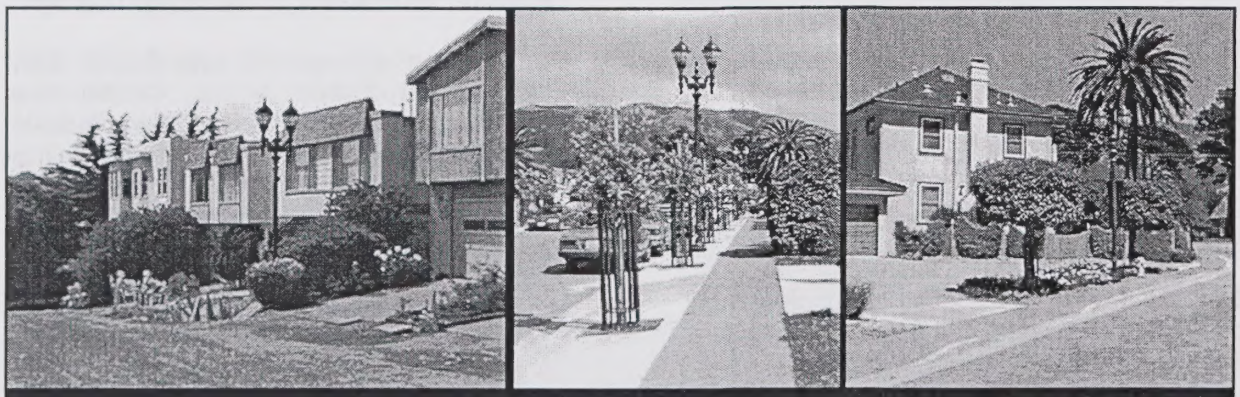
Colma is located above a ground water aquifer associated with local geology. Well water is the primary source of irrigation water used by the cemeteries in Colma.

The City and County of San Francisco, acting under the jurisdiction of its Public Utilities Commission, owns land and easements for its water transmission lines through Colma. The main right-of-way, from the southern edge of Cypress Lawn Cemetery on the south, to the northern edge of Woodlawn Cemetery on the north, has a consistent open space designation through Colma recognizing the fact that the subsurface waterlines prevent structures from being built. The right-of-way between Collins Avenue and Serramonte Boulevard is designated for Commercial land use allowing commercial uses that do not require a building such as parking of vehicle inventories related to the auto sales industry.

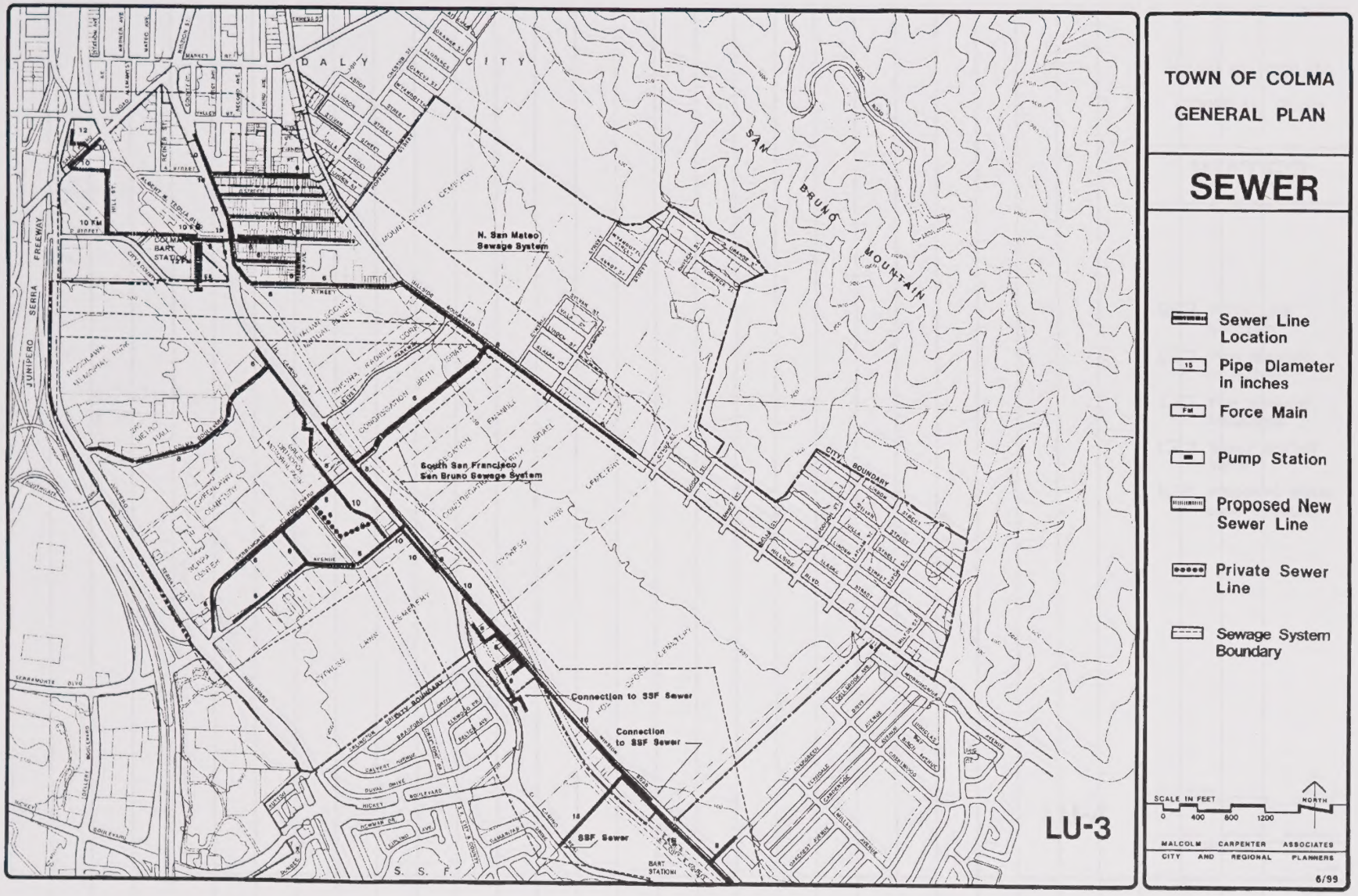
5.02.164.5 Power and Energy Use. Colma's principal sources of power are from natural gas and electricity supplied by the Pacific Gas and Electric Company (P.G.& E.).

Various figures are available for estimating the average use of energy for residential projects. However, much larger quantities of energy are used by various industries in manufacturing processes, and by businesses in heating and lighting. Estimates of energy use should be prepared for the environmental assessment of specific projects and ways sought to minimize consumption wherever possible. The following approaches to energy use minimization are suggested:

- Maximize the north-south orientation of homes in order to take advantage of solar energy. As solar information becomes more readily available and under stood by the general public, the use of solar equipment for preheating of water and for space heating and cooling should be required.



The utility undergrounding project in Sterling Park (under construction, left) has resulted in the creation of a handsome streetscape (middle and right).


DALY CITY
SAN BRUNO MOUNTAIN
JUNIPERO SERRA FREEWAY
N. San Mateo Sewage System
South San Francisco / San Bruno Sewage System
Connection to SSF Sewer
Connection to SSF Sewer
SSF Sewer
LU-3
TOWN OF COLMA
GENERAL PLAN
SEWER
Sewer Line Location
Pipe Diameter in inches
Force Main
Pump Station
Proposed New Sewer Line
Private Sewer Line
Sewage System Boundary
SCALE IN FEET
0 400 800 1200
NORTH
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
6/99

NOTES:

TOWN OF COLMA
GENERAL PLAN
WATER
Water Line Location
Pipe Diameter in Inches
Fire Hydrant Locations
Water Shutoff Valve
Proposed Water Line Location
LU-4
SCALE IN FEET
0 400 800 1200
NORTH
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
8/99
DALY CITY
SAN BRUNO MOUNTAIN
CITY BOUNDARY
BART STATION
S. S. F.

NOTES:

- Maximize the use of proper insulation in construction of buildings to be used for habitable purposes.

- Design office buildings to have operable windows for natural air conditioning rather than relying on artificial means.

- Utilize fluorescent and other lower cost means of illumination to minimize the cost of lighting.

- Utilize good quality space heaters to minimize energy lost through exhaust. Combine heating with heat pumps to make furnaces more efficient.

5.02.164.6 Utility Undergrounding. In all new construction, whether residential or commercial, power lines and telephone lines must be placed underground. Service utility boxes and transformers must be screened from view by fencing and/or landscaping.

In areas of existing development, utility lines should be placed underground in order to give Colma's streets a neater appearance. This undergrounding should occur as funds become available, and in the following priority:

1. Mission Street - Daly City to F Street
2. El Camino Real - F Street to Serramonte Boulevard.
3. El Camino Real - Serramonte Boulevard south to town boundary.
4. Mission Road - El Camino Real to town boundary.
5. Hillside Boulevard.
6. Junipero Serra Boulevard.
7. Collins Avenue
8. Serramonte Boulevard - El Camino Real to Hillside Boulevard.

5.02.164.7 Telephone and Communications. Local and nearby telephone communication is provided by Pacific Bell to Colma residents. Long distance telephone service is provided by numerous companies as selected by local users. TCI Cable TV provides a television cable service for subscribers in Colma. Commercial communication structures such as towers, antenna and equipment buildings are only allowed in commercial and open space districts subject to a Use Permit and then only when not highly visible from public roads.

5.02.164.8 Storm Drain Facilities. All storm water runoff flows by gravity through open channels and culverts to Colma Creek. Once the creek leaves Colma it continues most of the way in an open channel through South San Francisco and into the Bay. Areas with flooding potential are discussed in the Safety Element. Open space characteristics of the creek are discussed in the Conservation/Open Space Element.

5.02.164.9 Solid Waste Disposal Facilities. Solid waste produced in Colma is collected by Browning Ferris Industries (BFI). Garbage is collected once a week and, subscription to the service is mandatory in Colma. The main solid waste disposal site for San Mateo County is the Ox Mountain landfill located north of Highway 92, three miles east of Half Moon Bay. The landfill site had a remaining capacity of approximately 22.8 million tons as of January 1998. It has adequate capacity to serve the needs of Colma and other subscribers into the year 2016, assuming cities meet the Assembly Bill 939 requirement to reduce waste by 50%.

A private landfill site, operated by Calco, is located in the Cypress Hills area east of Hillside Boulevard in Colma. The Hillside Landfill is located partly in the County and partly in Colma. It accepts contractor's refuse and debris boxes with the intent of emphasizing recycle of usable materials. The approved plan for landfill closure specifies June 1999; however, the operators are seeking an extension to September 2001.

5.02.170 LAND USE FOR CIRCULATION

The amount of land used for freeways, local roads, and railroads in most communities is significant. Colma, however, has a relatively small amount of land committed to circulation routes because of the large tracts of land held by the various cemeteries. At the present time approximately 6.79% of the total land area is devoted to public roads. The road system is discussed in detail in the Circulation Element.

5.02.171 Access to In-Holding Lots

The Cypress Hills District has a number of historic "in-holding" lots. These are lots typically purchased many years ago for speculative purposes and remain even though the bulk of the land has been acquired by Holy Cross Cemetery and Cypress Abbey Company. Roads were never physically constructed to provide access to these lots, although public easements, known as "paper streets," have been maintained to provide theoretical access. The paper streets remain on the maps presented in the General Plan as well as on the County Assessor's maps. Wherever possible, the Town should abandon paper streets that do not provide access to an in-holding lot, are not needed for utility purposes, or are redundant with other paper streets.

5.02.180 PLANNED DEVELOPMENT LAND USE

Colma's Zoning Ordinance contains a Planned Development (PD) Zone to allow flexibility of design to deal with special situations such as might be encountered with mixed uses. Developments under PD zoning are expected to be similar in intensity to projects that would be allowed under a standard zone and must be compatible with the surrounding neighborhood. PD zoning is expected to result in an exemplary project that provides an amenity value that might not otherwise be afforded by normal standards. PD zoning is not intended to accommodate density increases.

5.02.190 VACANT AND REDEVELOPABLE SITES

Colma has a limited number of vacant and redevelopable sites (See Exhibit LU-5). Not all vacant sites are available for urban development, however -- the large tract of vacant land in the Cypress Hills area east of Hillside Boulevard, for example, is designated open space. Refer to Exhibit LU-2 for the Land Use designations of specific vacant sites.

Colma does not have a redevelopment district as described by California planning law. Rather, the term "redevelopable sites" in the Colma General Plan refers to underdeveloped sites, underutilized sites, and those with non-conforming uses. Generally, the current uses of these sites are not considered the "highest and best" uses. These sites represent private redevelopment opportunities.

New development projects should be reviewed for their impacts on the transportation infrastructure. The impact of a specific project can vary depending on its relationship to roadways and public transportation facilities, as well as its compatibility with surrounding land uses. Large size projects are subject to City/ County Association of Governments (C/CAG) Congestion Management Program review (see Section 5.03.516 in the Circulation Element).

5.02.200 GATEWAY SITES

Colma's image is dependent on what is seen from the road as people approach and move into the Town. Colma's separate identity and sense of containment can be strengthened by the experience of entering the Town through park-like gateways. The Plan identifies six distinct gateways:

- Mission Street at the intersection of B Street
- El Camino Real and Mission Road
- Serramonte Boulevard and Collins Avenue where they intersect Junipero Serra Boulevard
- Hillside Boulevard at the intersection of Hoffman Street
- Hillside Boulevard at the Hickey Boulevard extension
- Mission Road at the Hickey Boulevard extension

Improvements to these gateways are described in the Circulation Element.

5.02.210 COLLINS AVENUE CORRIDOR DEVELOPMENT GUIDELINES

A number of vacant underutilized or non-conforming uses exist in the Collins Avenue Corridor. The purpose of this section is to establish guidelines to be followed in the future development of properties fronting Collins Avenue.

TOWN OF COLMA
GENERAL PLAN
INVENTORY OF VACANT & REDEVELOPABLE SITES
VACANT PARCEL
REDEVELOPABLE PARCEL
(Parcel with non-conforming uses or underdeveloped condition)
NOTE: Refer to Town of Colma Vacant Parcel Inventory and Redevelopment Parcel Inventory for each parcel's street address and acreage
SCALE IN FEET
0 400 800 1200
NORTH
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
6/99
LU-5
DALY CITY
COLMA BART STATION
MOUNT OLIVET CEMETERY
SAN BRUNO MOUNTAIN
CYPRESS LAWN CEMETERY
HOLY CROSS CEMETERY
JUNIPERO SERRA FREEWAY
CITY BOUNDARY

NOTES:

5.02.211 Development Guidelines

5.02.211.1 Preferred Land Uses. Collins Avenue is a Service Commercial area supportive of the principal retail uses in the core commercial area centered on Serramonte Boulevard. The principal orientation of uses should be Service Commercial in the central portion and new auto sales in the western portion of Collins Avenue. All service, repair and light manufacturing operations must be performed within a building. Where warehouse or work space is contemplated, the access doors should be oriented so as not to open toward the street. No new contractors equipment yards or auto tow/storage yards will be permitted.

5.02.211.2 Signs. Building face signs painted on the building or consisting of cutout letters on the face of the building will be the preferred method of business identification. Monument signs may be utilized near driveway entrances but no part of the sign may be within five (5) feet of the front property line. New pole signs will not be permitted.

5.02.211.3 Building Setbacks. Due to the narrow right-of-way for Collins Avenue a minimum of ten (10) feet must be reserved from the property line to the nearest building face. Five feet of this area will be reserved for a public utility easement and five (5) feet will be available for tree planting. Cemeteries will be allowed to utilize portions of the five (5) foot tree planting strip as indicated on the Collins Avenue-Plan View (Exhibit LU-6).

5.02.211.4 Frontage Landscaping Requirements. All properties will be required to maintain a minimum ten (10) foot wide landscaping strip along the Collins Avenue frontage with the exception that cemeteries will be allowed to utilize portions of the five (5) foot tree planting strip as indicated on the Collins Avenue-Plan View (Exhibit LU-6). The five (5) feet reserved for public utilities will be utilized for ground cover and low growing shrubs. The additional five (5) feet will be available for tree planting. Parking will be allowed in front of buildings but a ten (10) foot planting strip between parking areas and the back of the sidewalk must always be maintained. Each

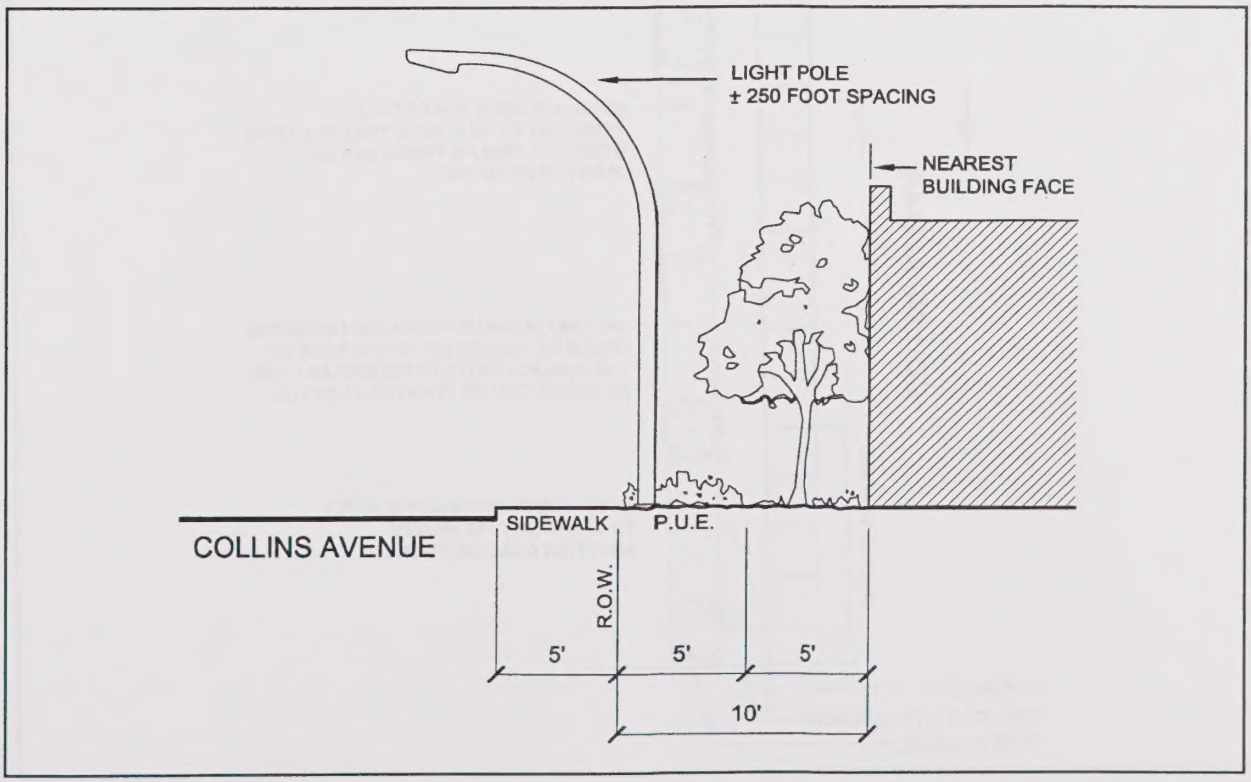


EXHIBIT LU-6: Urban Street Standard, Collins Avenue

private property will be required to install street frontage trees to be selected from a Town approved list at a spacing of no greater than twenty (20) feet on center. On some properties there are existing, mature heritage trees that must be retained in the development of the property. Any tree to be removed requires a Tree Removal Permit approved by the Town. Properties with frontages on both Serramonte Boulevard and Collins Avenue will be required to landscape their Collins Avenue frontage in accordance with these guidelines. All developments will be encouraged to use brightly colored flowers in the selection of ground cover materials for the five (5) foot wide planting area over the top of the public utility easement.

5.02.211.5 Rear Lot Line Landscaping. All projects will be required to plant large scale trees along the rear property line to help separate potentially incompatible commercial uses from adjoining cemetery property.

5.02.211.6 Collins Avenue Parking. The south side of Collins Avenue will be available for on-street parking except in the vicinity of El Camino Real at the east end and Serramonte Boulevard at the west end where additional road width is required for turning lanes. Areas where parking is prohibited will be painted red. Private, off-street parking will be required consistent with the existing zoning regulations. No off-street parking will be allowed perpendicular to the street where the individual vehicles must back up from the parking space into the public right-of-way.

5.02.211.7 Colma Creek Crossing. Established General Plan policy provides for keeping Colma Creek in an open visible condition at the south edge of Collins Avenue. Construction of a pedestrian bridge will be considered compatible with established policy but the Town will not permit culverting of the Creek or construction of large-scale crossings.

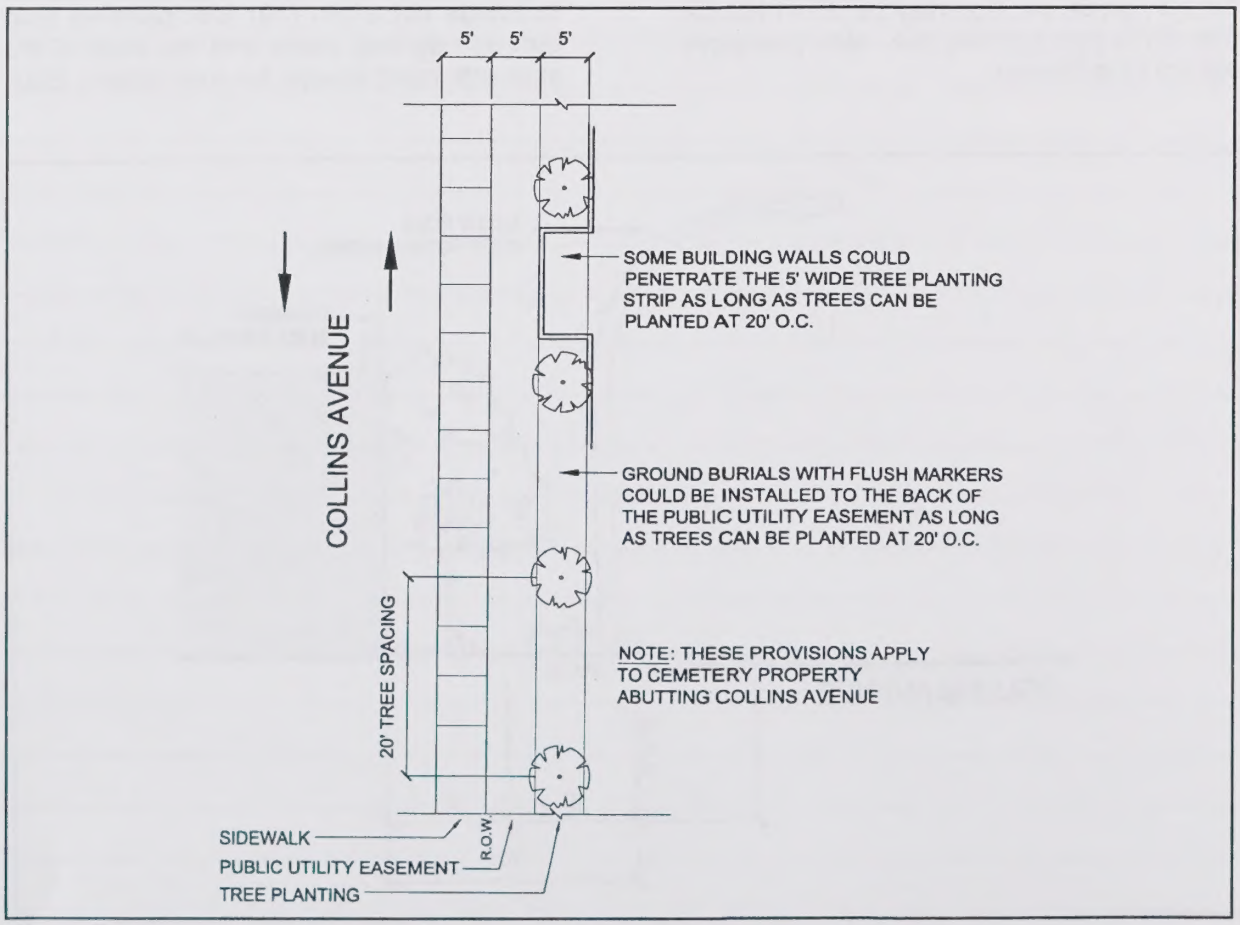


EXHIBIT LU-7: Collins Avenue, Plan View

5.02.220 TEMPORARY USES OF LAND

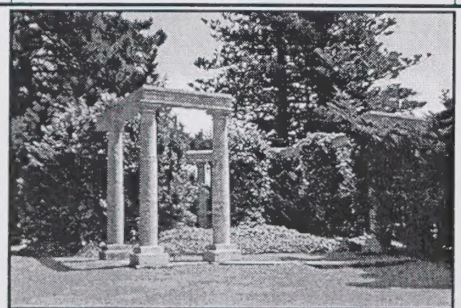
A minor, short-term, or temporary use of land may be permitted after consideration of the use, its proposed location and duration and upon making a finding that the use will have negligible or no permanent effects on the environment. Temporary use permits will normally be considered only when the use is consistent with the underlying zoning, such as the use of a portion of a commercial parking lot for Christmas Tree sales or a radio promotion. Temporary permits may, however, be granted even when the zoning designation would not normally accommodate the proposed use. Examples include short term use of open space or cemetery land for the mobilization of equipment and supplies needed to construct regional transit facilities, use of open space or cemetery land for mobilization of equipment and supplies needed to repair regional utility infrastructure or use of an established but unused parking lot for temporary off-street parking.

5.02.300 LAND USE POLICIES & IMPLEMENTATION MEASURES

The following policies are set forth to help guide decision making with regard to land use in Colma:

5.02.310 LANDSCAPING, DESIGN AND COMPATIBILITY			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.311	In any proposed development the Town shall balance and use judgement in reviewing the visual effects and the potential impacts of the proposed development, facilitating the tranquil atmosphere required for the Town's memorial parks.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	Open Space/ Conservation 5.04.351
5.02.312	The Town should take action to improve civic beauty including tree planting, road median landscaping, and enforcement of conditions related to private development projects.	The Town of Colma will commit financial resources for beautification projects including tree planting and road median landscaping in future budgets. Existing budget resources are committed to landscape maintenance. The City Planner currently tracks and enforces conditions related to private development projects.	
5.02.313	Particular encouragement should be given to those new developments that incorporate passive and/or active solar energy systems for preheating water and for space heating and cooling.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.314	The Town should prohibit land uses generating excessive amounts of traffic or requiring large signs from locating on El Camino Real.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects, and an Environmental Review will be conducted pursuant to the California Environmental Quality Act to consider traffic impacts. The Sign Ordinance allows only small signs for businesses facing the El Camino Real.	
5.02.315	The Town should encourage the private redevelopment of properties along Collins Avenue to strengthen the commercial retail core.	The City Planner will make property owners aware of the Town's desire to have properties redevelop.	

continued



The tranquil atmosphere required for the memorial parks should be maintained.

5.02.310 LANDSCAPING, DESIGN AND COMPATIBILITY (continued)			
POLICY NUMBER	**POLICY**	**IMPLEMENTATION MEASURE**	**CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS**
5.02.316	Culverting or covering of the remaining open sections of Colma Creek through Colma should not be permitted, except for a short segment near the junction of El Camino Real and Mission Road required for installation of a flood control diversion structure. The Town will seek to enhance the remaining open sections of Colma Creek with creekside landscaping and lighting where appropriate, and will seek to establish a pathway following all open sections of the creek as a condition of approval for improvement projects on properties abutting the following open sections of Colma Creek: a) Parallel to El Camino Real from near F Street to near Colma Boulevard b) El Camino Real to Serramonte Boulevard c) Collins Avenue to El Camino Real d) Parallel to Mission Road from near El Camino Real to the south Colma boundary. Culverting or covering of the remaining open sections of Colma Creek may be allowed by the City Council pursuant to a Use Permit and Design Review provided that the creek section is not visible from a public right-of-way and that a substantial community amenity is provided as mitigation.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects. Flood control projects will be constructed by the County Department of Public Works. *Pathway along Colma Creek.*	Open Space/ Conservation 5.04.321 and 5.04.322
5.02.317	No new metal clad buildings should be permitted in the Town of Colma, other than agriculturally-related.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.318	The Town should condition the approval of permits for all site and building improvement projects where such projects involve the public street frontage to require the installation of street trees along the public street frontage of the affected property. Spacing of trees should be in accordance with an adopted tree planting plan or, If no plan exists, trees should be installed at a minimum spacing of one tree each 25 feet parallel to the public roadway. Exceptions should be made if this approach would clash with an established landscape scheme of merit.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	Circulation 5.03.732
5.02.319	In the case of properties located at gateway sites, the Town should require gateway elements to be included as part of the design of any new development where applicable.	The City Planner will recommend design alternatives and a preferred design will be adopted by the City Council. Gateways will be implemented as part of the Town's Capital Improvement Plan or alternatively, as part of the permitting for private site development.	Circulation 5.03.731
5.02.3110	It is intended that new buildings in design review districts where such buildings are visible from public roads, with the exception of established shopping centers and private cemetery family crypts and markers, should incorporate a Spanish/Mediterranean architectural theme. Exceptions should be allowed if this approach would clash with existing improvements having recognized historical or architectural merit.	Design requirements consistent with this policy have been added to the Design Review section of the Zoning Ordinance. The City Planner will make recommendations consistent with this policy to the City Council for new development projects, or at an administrative level if the project does not require City Council review	

5.02.320 RESIDENTIAL			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.320	The Town should allow only the construction of single family detached housing units as infill in the Sterling Park neighborhood.	In 1998, the City Council adopted a new Neighborhood Residential (R-S) Zoning for the Sterling Park Sub-area. This ordinance clearly defines density and design guidelines to maintain the single family detached character of the neighborhood.	
5.02.321	Residential developments having ten or more units should be required to provide park and recreation facilities or contribute to the improvement of community-wide facilities.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.322	The Town should restrict to 50 the maximum annual number of new residential units that become available for rent or purchase and should monitor population growth so that the total population is only approximately 1500 by the year 2005.	Regulation of population growth is necessary so that City Services are not overburdened and can be expanded in an orderly manner.	
5.02.323 ✓	The existing commercial use on Hoffman Street should be phased out and replaced with a residential use.	The City Planner will make recommendations consistent with this policy to the Town Council. The City Planner will work with the property owner to design a Planned Development that is compatible with the surrounding residential development.	

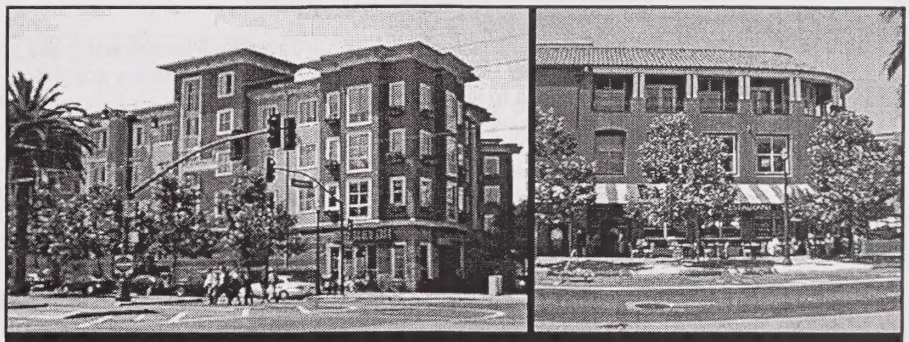
5.02.330 COMMERCIAL			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.331	Shopping facilities, auto dealerships, and other general commercial land uses should be located in the commercial core area centered on Serramonte Boulevard and extending northward along Junipero Serra Boulevard to the 280 Metro Center.	The existing commercial zoning pattern, lot sizes and existing development follow this policy. Developments of this type in other commercial areas are not appropriate due to lot size constraints.	
5.02.332 ✓	The City Council should encourage expansion of the Auto Sales District onto vacant and redevelopable properties located at the westerly end of Collins Avenue. All development in the Collins Avenue Corridor should be required to follow specific development guidelines set forth in the General Plan. Heavier service commercial uses such as auto body shops, roofing companies, light manufacturing and similar uses should be located in the Mission Road District.	The City Planner has and will continue to make recommendations for the implementation of the Collins Avenue Corridor development guidelines in the General Plan at a staff level or in proposals presented to the City Council.	

✓ Special site specific policy. See Exhibit LU-2 for locations.

continued

5.02.330 COMMERCIAL (continued)			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.333	As properties on Collins Avenue are redeveloped, new uses which reinforce the Auto Sales District should be encouraged.	The City Planner has and will continue to make recommendations for the implementation of the Collins Avenue Corridor development guidelines in the General Plan at a staff level or in proposals presented to the City Council.	
5.02.334	Commercial land uses requiring frequent truck deliveries should not be located adjacent to residential or cemetery land uses without a sufficient buffer incorporated into their site plans.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects. Colma's primary residential area is physically removed from the commercial areas of Town.	
5.02.335 ✓	Mixed commercial and residential uses should be encouraged in the southerly portion of the Mission Road District and in the commercial frontage along Mission Street in the Sterling Park Planning Area.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects. Planned Development zoning should be encouraged.	

✓ Special site specific policy. See on Exhibit LU-2 for locations



Examples of mixed-use development with commercial and residential uses.

5.02.340 EXECUTIVE/ADMINISTRATIVE			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.341	Development proposals for parcels located on El Camino Real between F Street and Mission Road should be consistent with the Cemetery (G) or Executive/Administrative (E) land use categories. Zoning changes on El Camino Real from the Commercial (C) or Cemetery (G) category should only be made to the Executive/ Administrative (E) category.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects or rezoning requests.	
5.02.342	The Town should encourage medical service offices and professional business offices to locate their facilities in the Executive/Administrative land use area along El Camino Real.	The Exexutive/ Administrative land use designation along El Camino Real permits and encourages these uses. Other zoning designations do not encourage these uses.	

5.07.350 CIRCULATION AND TRANSIT			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.351	The Town should cooperate with SamTrans and BART to facilitate the extension of BART service through Colma in a manner that does not detract from Colma's greenbelt theme. All tailtrack and line extensions shall be located underground following the abandoned S.P. Railroad right-of-way through Colma. Replacement landscaping including the use of tree species that will attain significant height and mass should be required.	The Town of Colma was involved in the BART Environmental Impact Report review process and in the review of specific development plans. Verbal and written comments were submitted back to BART consistent with this policy. The Town will continue to review detailed development plans and to monitor construction operations.	
5.02.352	Sufficient off-street parking should be required for all new construction, in amounts varying with the type of use.	The Zoning Code specifies the amount of off-street parking required for all new construction.	
5.02.353	The City Council should condition the approval of permits for all site and building improvement projects where such projects involve the public street frontage to require the installation of a public sidewalk, if one does not already exist, within the public right-of-way fronting the affected property.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	Circulation 5.03.722 Open Space/ Conservation 5.04.392
5.02.354 ✓	The Town should abandon "paper streets" in the Cypress Hills district that do not provide access to in-holding lots, or are redundant with other paper streets. Paper streets which provide direct access to in-holding lots should be maintained as public easements.	The City Planner will make recommendations consistent with this policy to the City Council. If a paper street is made redundant by an in-holding lot being acquired by an adjoining landowner, the City Planner will recommend to the City Council that the street be abandoned.	Circulation 5.03.718
5.02.355 ✓	Access to parcels fronting El Camino Real south of Mission Road should be restricted to right-turn in/right-turn out only. Access to parcels with frontage on both El Camino Real and Mission Road should be restricted to Mission Road.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	Circulation 5.03.725

✓ Special site specific policy. See Exhibit LU-2 for locations.

5.02.360 UTILITIES			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.361	The Town should require all new construction projects to place power, telephone and cable TV lines underground. Utility boxes and transformers should also be undergrounded if possible. If there is no reasonable alternative than above ground placement then these facilities should be screened by fencing and/or landscaping.	The Town of Colma Municipal Code includes a section on utility undergrounding consistent with this policy.	
5.02.362	The Town should require all new construction projects to hook up to public water and sewer systems.	The City Planner will make recommendations consistent with this policy. Cemeteries will be allowed to continue using groundwater for irrigation purposes.	

5.02.370 PUBLIC SERVICES AND FACILITIES			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.02.371	The Town should acquire additional vacant or underutilized land for civic purposes such as community recreation facilities, playing fields, a library, a public safety facility, and a corporation yard.	The Town continues to investigate opportunities for acquiring additional sites for civic purposes. The City Council will be asked to rate acquisition priorities.	Open Space/ Conservation 5.04.391 Safety 5.07.438
5.02.372	The Town should insure that the community is served by a self-sufficient fire protection system which may include support for the existing District, establishment of a joint powers agreement, acquisition of the existing District and facilities or development of a new free-standing fire station.	A preliminary facility study has been prepared to assess current and future needs of the District. This study will be periodically be evaluated and used in decisions to purchase property or expand existing facilities.	Safety 5.07.437
5.02.373	If the police department maintains its facility at Town Hall, the City Council should consider ways to expand office space and facilities on-site or at a new, off-site location. An off-site location should be sought for a Town corporation yard.	A preliminary space needs assessment has been conducted which indicates that there is an urgent need to expand the Police Department facility to meet current and near-term growth. Maintaining the facility at Town Hall would retain the central location that the current facility enjoys.	
5.02.374	In the case that a private school is proposed to be constructed in Colma, it is appropriate to find a site located near established residential areas and public transit routes. If a church is proposed to be built in Colma, a site should first be sought within a cemetery/agriculture land use area; second, in an executive/administrative land use area; third, in a commercial area.	The City Planner will advise prospective applicants accordingly and make recommendations consistent with this policy to the Town Council for new development projects.	
5.02.375	Child care facilities should be encouraged in both residential and non-residential areas in ways that are compatible with existing uses, in order to promote availability and accessibility of services. Facilities will be encouraged to register with the Child Care Coordinating Council of San Mateo County.	The City Planner will advise prospective applicants accordingly and make recommendations consistent with this policy to the Town Council for new development projects.	

Colma Police Station at Town Hall

5.02.400 LAND USE ELEMENT IMPLEMENTATION PROGRAMS

Colma has adopted environmental review procedures, a Subdivision Ordinance, Tree Removal Ordinance, Grading Ordinance and Zoning Ordinance to regulate public and private development proposals.

Below are listed both existing and proposed action programs for Plan implementation. Reference is made as to whether the program is existing or proposed and the responsibility for its operation.

5.02.410 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRON MENTAL REVIEW PROCEDURES (EXISTING)

Private and public land use proposals undergo an initial study to determine if environmental impacts will result. A determination is made as to whether a Negative Declaration is appropriate or an Environmental Impact Report (EIR) is required. Public input is collected and a decision is made regarding completeness and accuracy of the report before a project is approved or denied.

5.02.411 Responsibilities

City Planner
Prepares initial study; coordinates the review process.

Department Heads
Comments on environmental reports.

Interested Citizens
Provide input regarding report adequacy.

City Council
Decision making body; certifies report.

2.420 ZONING ORDINANCE (EXISTING, AMENDMENT RECOMMENDED)

This ordinance sets forth minimum spatial, intensity, and performance requirements for each type of land use consistent with the broader goals and policies of the General Plan. Amendments should be considered to allow private schools and churches to be located within G or E zones upon issuance of a Use Permit.

5.02.421 Responsibilities

City Planner
Evaluation of projects per standards; coordinates the review process.

Department Heads
Comment on development proposals; suggest conditions of project approval.

Interested Citizens
Provide input regarding suitability of specific uses at specific locations.

5.02.430 TREE REMOVAL ORDINANCE (EXISTING)

The Tree Removal Ordinance was enacted to prohibit the removal of trees without permit to do so. The Ordinance recognizes that removal of certain trees can destroy the natural beauty of some areas, contribute to erosion and increase the cost of drainage systems, reduce protection against wind, and impair residential privacy and quiet. It is designed to protect the character and beauty of the Town as well as to promote public health, safety and welfare.

Trees add natural beauty and privacy to Colma, and are beneficial for controlling erosion, wind, and noise.

5.02.431 Responsibilities

City Planner
Inspect the site and trees to be removed; coordinate the review process.

Department Heads
Comment on tree removal; suggest conditions of granting removal permits.

Interested Citizens
Provide input regarding effects of tree removal.

City Council
Decision making body; approves or denies proposed project with or without conditions, based on findings set forth in the Ordinance.

5.02.440 SUBDIVISION ORDINANCE (EXISTING)

The Subdivision Ordinance sets forth minimum standards for land divisions, access, and utility service.

5.02.441 Responsibilities

City Planner
Reviews tentative and final subdivision maps; coordinates the review process.

City Engineer
Reviews tentative and final subdivision maps, signs final maps and parcel maps prior to their recording.

Department Heads
Comment on development proposals; suggest conditions of approval.

Interested Citizens
Provide input regarding suitability of project.

City Council
Decision making body; approves or denies subdivision with, or without, conditions based on findings set forth in the Ordinance.

5.02.450 GRADING ORDINANCE (EXISTING)

The grading ordinance regulates land disturbance so that work results in stable slopes, erosion control and proper drainage. In most instances the issuance of a grading permit will follow issuance of a Use Permit.

5.02.451 Responsibilities

City Engineer
Inspects the site and coordinates the review process. Refers proposals to City Planner for CEQA review. Decision making body; issues permits with or without conditions following final CEQA action.

Department Heads
Comment on grading proposals when requested by City Engineer.

City Council
Acts on CEQA documents when applicable.

CIRCULATION ELEMENT

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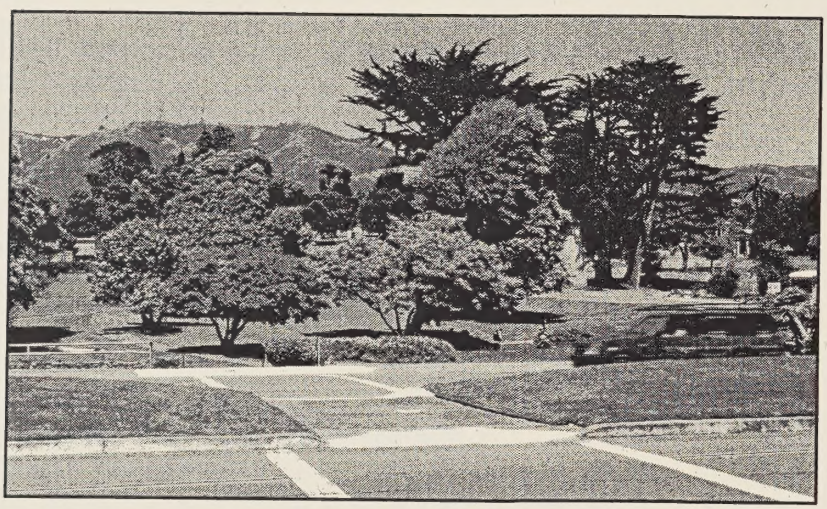
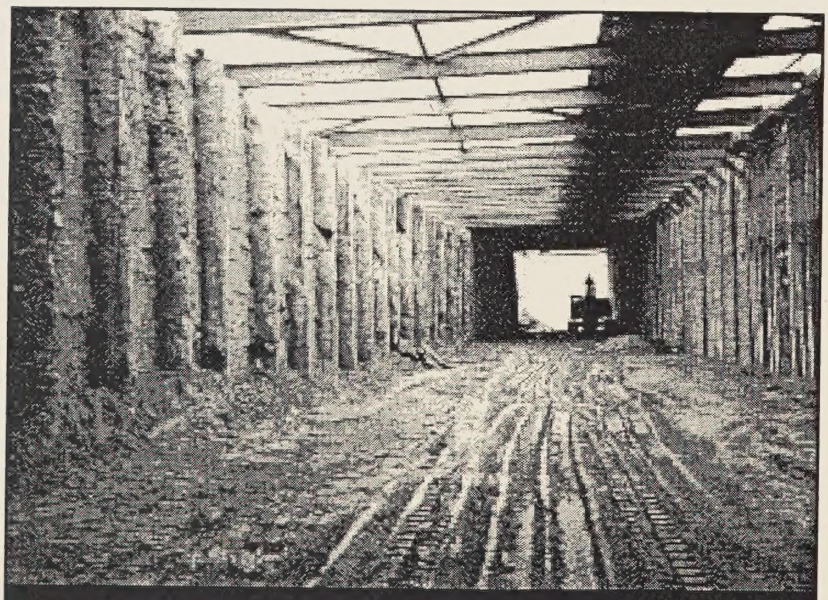




Colma's roadways reinforce the Town's greenbelt theme (top).

The BART tunnel passing though Colma (bottom) will be underground, indetectable from nearby cemeteries.

El Camino Real is a State Highway and one of Colma's principal roadways.

CIRCULATION ELEMENT

5.03.000 INTRODUCTION

5.03.010 PURPOSE

The Circulation Element is intended to describe facilities for the movement of people and goods through the Town. It includes a plan of the streets and highways designed to serve the community in the most efficient manner. Colma's system is shown on the Land Use Map (Exhibit LU-2). Guidelines are given for the appropriate location and size of roads. Various improvements are recommended. Included are provisions for pedestrian facilities and transportation for the physically and economically disabled. Exhibit C-2 shows the official Plan Line adopted for Collins Avenue. Exhibit C-3 shows transit, bicycle and trail alignments.

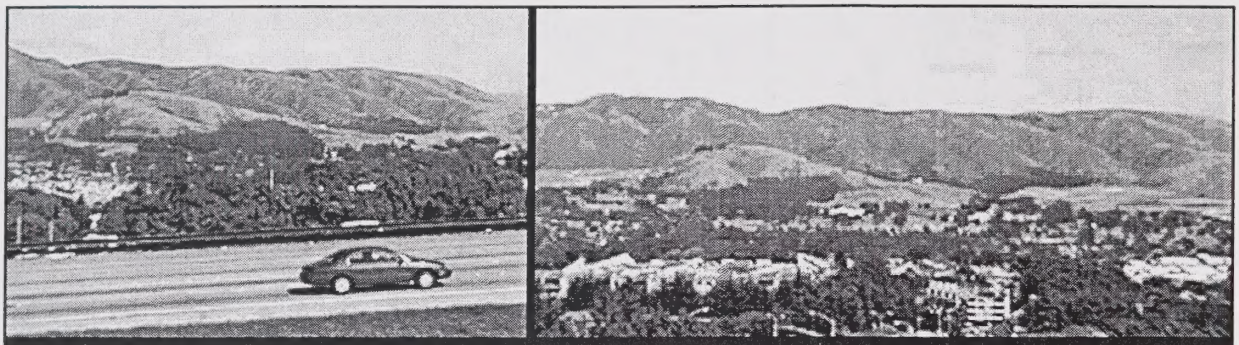
The Circulation Element also defines certain scenic roads in Colma and recommends measures to maintain and improve their scenic qualities. Entry points to Colma are identified along selected routes. Landscaping and other treatments are recommended to enhance these gateways to the community. Scenic routes and gateways are shown on the Scenic Routes Map (Exhibit C-1).

5.03.020 RELATION TO OTHER ELEMENTS

The Circulation Element is related primarily to the Land Use, Housing, Safety and Open Space Elements. Circulation routes must consider the accommodation of public utilities, the intensity and pattern of land use, and the provision of logical connections among destination points memorial park locations, and concentrations of residential groups to be served.

5.03.100 CIRCULATION SYSTEM

The street system within Colma is structured around State Highway 82, (El Camino Real) and Interstate Highway I-280, (Junipero Serra Freeway) which carry traffic into and out of Town. The internal street system consists of arterial streets, collector streets and local streets. Usable road width, sight distance, and travel speed generally decrease as one moves from major highways to local streets. Overall,



Views of Colma looking east from the Junipero Serra Freeway (Interstate 280). Because it is a State Scenic Highway, local consideration should be given to what is visible from the highway.

the amount of total traffic affecting Colma is anticipated to increase by 2-3% per year on most streets as a result of increased development in Colma and in the surrounding area. This incremental increase in volume creates pressure for road widening, installation of turn lanes along certain roads, and the installation of stop signs and signals at certain intersections. In the following section each of the major components is analyzed, its operating characteristics are described and recommendations for improvements are given. Table C-1 summarizes the operating characteristics of the system.

5.03.101 Capacity and Level of Service (LOS)

The **Capacity** of a roadway is the maximum number of vehicles that can be handled in one hour by a given section of road under prevailing conditions. The conditions which affect capacity include physical conditions, such as width of roadway, number of lanes, alignment, grade and surface condition, and operating conditions, such as number of trucks and buses, traffic interruptions and distribution characteristics of traffic into lanes. See Table C-1.

"Level of Service (LOS)" describes the general operating conditions that a driver will experience while driving on a particular street or highway. Six levels of service are used to describe the driving experience under various speeds and traffic volume conditions. It is typically the measure of operating conditions at road intersections. Levels of service range from A to F, with A being a condition of free movement, low traffic volumes and high speeds. Level F is a situation of low operating speed, high volumes and stoppages. With Level F conditions, traffic volumes are below capacity. Levels of Service B-E are gradations of progressively worsening conditions. Level of Service C, which is characterized by stable flow but where speed and maneuverability is limited by higher volumes, and Level of Service D, characterized by very limited maneuverability and long delays where traffic flow is approaching an unstable condition, are the generally accepted standard for Planning applications. Colma should seek to achieve LOS D or better. Levels of Service E and F should be tolerated during peak demand periods. See Table C-2.

5.03.110 MAJOR HIGHWAYS

5.03.111 Interstate Highway 280 (Junipero Serra Freeway)

Interstate Highway 280 provides access to Colma at three locations - Hickey Boulevard, Serramonte Boulevard and D Street at Junipero Serra Boulevard. Hickey Boulevard is a full interchange with on-and off-ramps for both northbound and southbound traffic. The Serramonte Boulevard interchange provides a northbound on-ramp and a southbound off-ramp only. A northbound off-ramp exists in the vicinity of D Street at Junipero Serra Boulevard.

There are weaving conflicts between the Serramonte Boulevard on-ramp traffic and the I-280 traffic accessing the D Street and Highway 1 off-ramps. These conflicts could be reduced by constructing a fly-over for Highway 1 traffic.

5.03.112 State Highway 82 (El Camino Real)

State Highway 82 is a major north/south route extending from San Francisco, south to San Jose. North of F Street it becomes Mission

TABLE C-1
OPERATING CHARACTERISTICS OF COLMA'S ROADWAYS

ROADWAY	# of Lanes	Speed Limit	Side walks	Use Levels: Peak Hour (veh/hr)	Use Levels: Vehicle Capacity (veh/hr)	Use Levels: Percent of Capacity	Scenic Corridor?	Entry Gateways
MAJOR HIGHWAYS								
Interstate Hwy 280								
North of Serramonte Blvd	12	65	N/A	17,000	21,600	79%	Yes	No
South of Serramonte Blvd	10	65	N/A	13,500	18,000	75%	Yes	No
Hwy 82 (El Camino Real)								
Northern and Central Section (north of Mission Road)	6	40	east side, portions of west side	2,525	9,000	28%	Yes	Yes
Southern Section	4	40	east side, portions of west side	2,425	6,000	40%	Yes	Yes
ARTERIAL STREETS								
Junipero Serra Boulevard	4-5	40	portions east side	2,060	6,100	34%	No	No
Serramonte Boulevard	4	25	Yes	2,185	3,000	73%	No	Yes
Mission Road	2	30	Yes	1,315	2,400	55%	No	Yes
Hillside Boulevard	2-4	40	portions	1,905	2,400	79%	Yes	Yes
COLLECTOR STREETS								
Collins Avenue	2	25	portions both sides	625	2,335	27%	No	No
Colma Boulevard	2-4	25	north side	2,080	5,950	35%	No	No
D & F Streets	2-4	25	Yes				No	No
Clark Avenue	2	25	Yes				No	No

Source: Traffic Counts, Fall 1998

Street; south of F Street it becomes El Camino Real. Highway 82 bisects the Town of Colma with three lanes in each direction, narrowing to two lanes in each direction south of Mission Road. Most of El Camino has a 28-foot wide landscaped median. There are overhead electric, telephone, and cable TV lines along both sides of the street. On-street parking is allowed, but few vehicles park along El Camino Real because of the small number of business frontages and available off-street parking.

Sidewalks have been installed on the entire east side of the roadway, but the west side lacks sidewalks north of Olivet Parkway and, for the most part, south of Collins Avenue. Ultimately, sidewalks should be constructed along the entire length of El Camino Real. Although El Camino Real is a designated bicycle route, there are no marked bicycle lanes. Because Highway 82 is a State Highway, state approval must be obtained for driveway and utility encroachments.

TABLE C-2 LEVEL OF SERVICE AT KEY COLMA INTERSECTIONS		
INTERSECTION	**PEAK HOUR**	**LOS**
Serramonte Boulevard at Junipero Serra Boulevard	5:00 – 6:00 PM	D
Serramonte Boulevard at El Camino Real	5:15 – 6:15 PM	D
Colma Boulevard at El Camino Real	5:15 – 6:15 PM	B
Colma Boulevard at Junipero Serra Boulevard	5:30 – 6:30 PM	C
Junipero Serra Boulevard at Southgate Avenue	5:15 – 6:15 PM	B

Source: Traffic Counts, Fall 1998, Wilbur Smith 1996, Tony Mori 1999, Mark Thomas & Company 1999.

Left turns from Olivet Parkway and at Collins Avenue onto El Camino Real are dangerous at times due to the width of El Camino Real (three lanes in each direction) and the relatively high speeds of traffic. The wide median is important for the protection it provides. Median landscaping improvements must not obscure lines of sight. Controls on left-turn movements should be considered. Likewise, access to parcels fronting El Camino Real south of Mission Road is potentially hazardous due to poor visibility caused by the curvature of the road, and the relatively high speed of traffic. Left turns to and from these parcels should be restricted. Access to parcels with frontage on both El Camino Real and Mission Road should be restricted to Mission Road. In general, additional driveway encroachments to El Camino Real should be discouraged to protect the greenbelt appearance and to promote traffic safety. Where possible, access should be from other streets.

5.03.113 Scenic Corridors - Major Highways

The State of California has identified I-280 as a State Scenic Highway. Although the State has no jurisdiction over development in Colma, local consideration should be given to what is visible from the highway. For the most part there is a sense of open space that prevails except in the vicinity of Serramonte Boulevard where Colma's commercial core is concentrated.

While traveling on I-280, San Bruno Mountain is a major focal point to views east of the freeway. The existing backdrop of trees along most cemetery boundaries provides an important buffer at the edge of urban development. As long as the Town's open space character is maintained by retaining large tree buffers and adding new landscaping with future development, the view of Colma from the freeway will remain nearly the same.

El Camino Real/Mission Street Gateways: Mission Street/B Street looking South (left) and El Camino Real/Mission Road looking North.

TOWN OF COLMA
GENERAL PLAN
SCENIC ROUTES
Scenic Routes
Gateways
Views
Focal Point
Visual Buffer
(Blocks Views)
Approximate
Limit of Scenic
Corridor
(Area Viewed in
Foreground From
Scenic Routes)
SCALE IN FEET
0 400 800 1200
NORTH
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
5/99
C-1
DALY CITY
SAN BRUNO MOUNTAIN
COLMA BART STATION
JUNIPERO SERRA FREEWAY
F STREET
CITY BOUNDARY
S. S. F.
BART STATION

NOTES:

Landscaping along El Camino Real adds to the road's scenic quality and successfully reinforces Colma's open space character. The median is landscaped with lawn, which contributes a greenbelt theme. This should be enhanced with other landscape elements to create a distinctive appearance through Colma. Tree planting along the roadway and undergrounding of the overhead utility lines is recommended to better define the corridor and further contribute to the road's scenic quality. Site planning criteria for development along the El Camino Real scenic corridor should be adopted in order to maximize the visual effects of landscaping.

5.03.114 Entry Gateways - Minor Highways

A key feature of Colma's General Plan is the recognition of natural gateways to the community along specified routes. Topography, road alignment, and landscaping at the gateways can be used to help distinguish Colma from surrounding areas.

Gateway elements (including such items as sculpture, signs and distinctive landscape architecture) should be included at each gateway. Gateway elements should have a consistent theme.

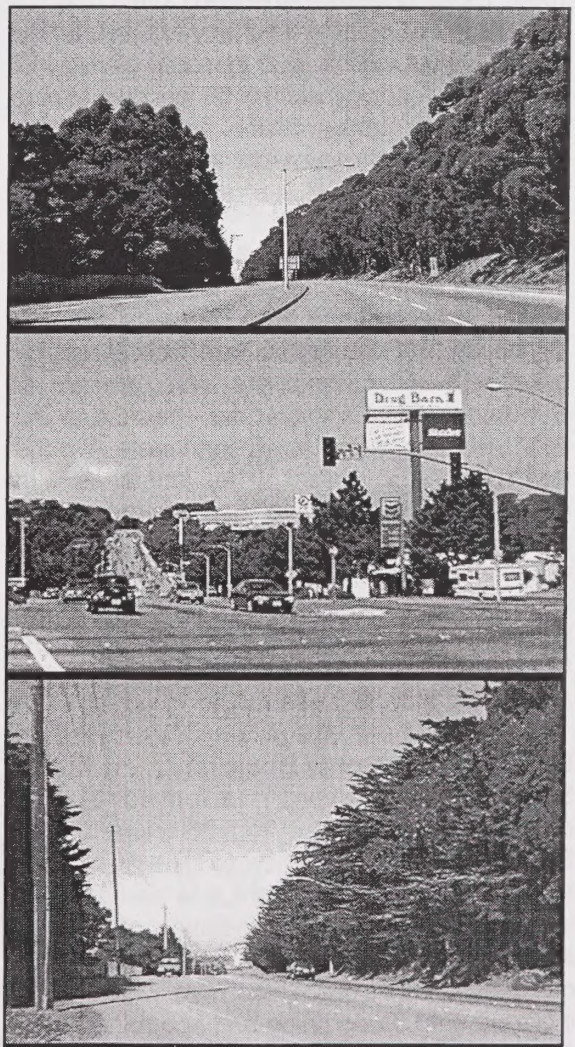
El Camino Real/Mission Street has two entry gateways along its length in Colma. The north gateway begins at Mission Street and B Street, and the south gateway is at the Mission Road wye (See Exhibit C-1).

5.03.114.1 North Gateway

This gateway is defined by gateway elements at Mission Street and B Street and is enhanced by the BART overpass at El Camino Real and F Street. This overpass frames the view, whether entering or leaving the El Camino Real corridor. North of the gateway the road is lined with small commercial businesses, giving an urban character to the road. South of the gateway broad expanses of cemetery greenery extend back from the road. The gateway should be better defined, however. "Gateway elements" should be installed, welcoming travelers to Colma.

5.03.114.2 South Gateway

This gateway is located where El Camino Real and Mission Road meet. South of this junction both El Camino and Mission Road are relatively narrow. The combination of roadside vegetation and buildings confines the view to a narrow corridor. North of the wye the view opens up and Colma's cemetery theme is evident. Broad expanses of rolling lawn are the dominant feature, with only a glimpse of Colma's commercial core area beyond. Gateway elements should be installed.



Junipero Serra Boulevard south of Serramonte Boulevard (top) is characterized by dense tree masses and embankments. Commercial uses are evident between Serramonte Boulevard and Colma Boulevard (center). North of Colma Boulevard, Junipero Serra Boulevard is again characterized by tree masses and embankments (bottom).

5.03.150 ARTERIAL STREETS

Arterial streets connect Colma's residential, commercial and cemetery districts and provide a link to surrounding communities. Arterials also act as alternative north-south routes should the major highway system be blocked. Arterial streets should ideally contain two lanes in each direction with no on-street parking, sidewalks at least five feet wide on both sides of the street and a minimal number of access points. A planting strip should be created adjacent to the sidewalk to enhance the appearance of the road. Existing arterial streets in Colma may not be built to this standard but any future arterials should have a minimum 70 foot right-of-way with a minimum roadway width of 56 feet curb to curb including medians. Some flexibility will be needed to match new work to old work in the field.

5.03.151 Junipero Serra Boulevard

Junipero Serra Boulevard is a north/south arterial street running from Daly City, through Colma, and into South San Francisco. It roughly parallels I-280. There are traffic signals at Serramonte Boulevard, at the entrance to the Serra Shopping Center, at Southgate Avenue and at Colma Boulevard. It has four lanes, with occasional right-turn bays. Some portions have raised, unlandscaped medians. A sidewalk exists along most of the east side of the street. On-street parking is prohibited along the entire length of Junipero Serra. Although Junipero Serra is a designated bicycle route, there are no marked bicycle lanes.

5.03.152 Serramonte Boulevard

Serramonte Boulevard is a four lane collector street extending from St. Francis Boulevard in Daly City to Hillside Boulevard in Colma. There is a partial interchange with I-280 consisting of a southbound off-ramp and a northbound on-ramp. Colma's major retail core, which includes auto dealerships and shopping centers, is centered on Serramonte Boulevard between Junipero Serra Boulevard and El Camino Real.

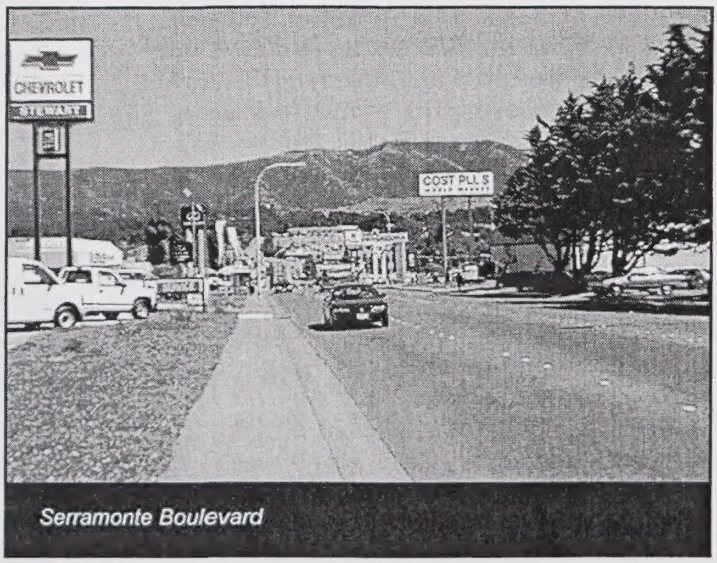
There are sidewalks along both sides of Serramonte between Junipero Serra Boulevard and El Camino Real, and along the south side only from El Camino Real to Hillside Boulevard. Currently the low level of pedestrian activity and the lack of development on the north side of the road minimizes the pressure to develop a sidewalk on both sides. If development occurs on any portion of the north side, new sidewalks should be included as a condition of project approval.

Parking is not allowed along any portions of Serramonte Boulevard. The lack of left turn lanes to driveways along Serramonte Boulevard is a potential source of congestion. Loading and unloading of car carriers or other vehicles on the street is prohibited.

About 700 feet west of El Camino Real, Serramonte Boulevard passes over a parcel owned by the San Francisco Water Company. This parcel has the potential to be an open space amenity. The portion south from Serramonte Boulevard to Collins Avenue could be developed as a secondary pedestrian route in conjunction with commercial use Landscaping should be required against the retaining wall at the west edge of the property, along the east edge of the site for runoff percolation and along the Collins Avenue and Serramonte Boulevard frontages. The Town should work with the San Francisco Water Company to determine what improvements are possible.

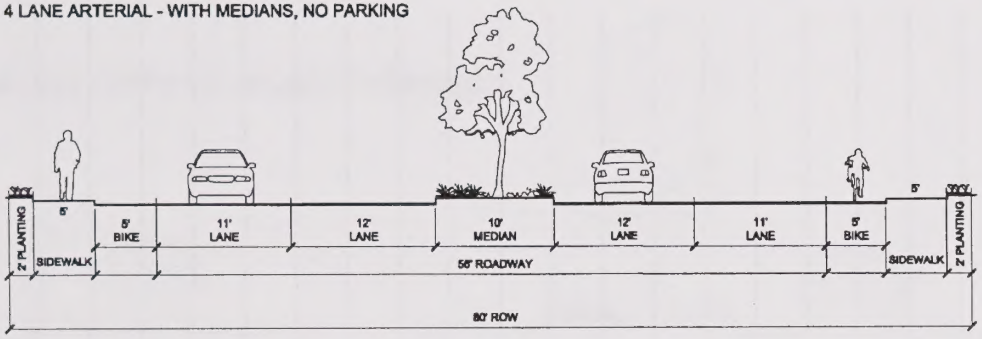
5.03.153 Mission Road

Mission Road is a two-lane road which connects from El Camino Real in Colma to Chestnut Avenue in South San Francisco. Mission Road is used as an alternate to El Camino from many

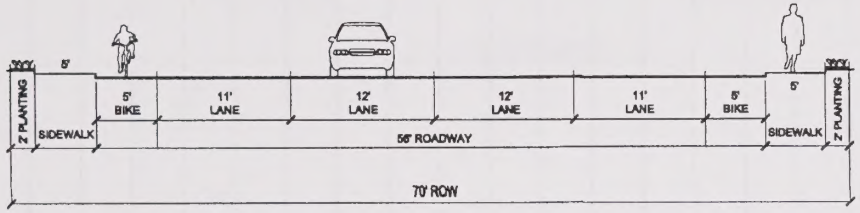


Serramonte Boulevard

4 LANE ARTERIAL - WITH MEDIANS, NO PARKING

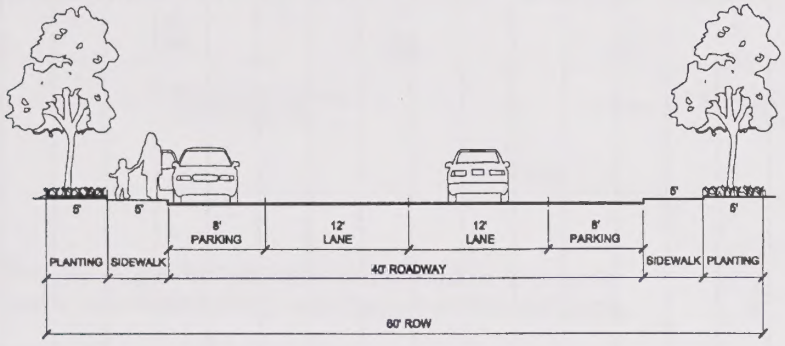


4 LANE ARTERIAL - WITHOUT MEDIAN, NO PARKING



2 LANE ARTERIAL - WITH PARKING

Note: A Class I Bikeway could be created by substituting a Bikeway for parking along one side of the roadway.



Note: Private properties abutting public streets may be required to provide dedications, easements or improvements to meet recommended standards.

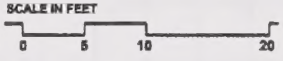
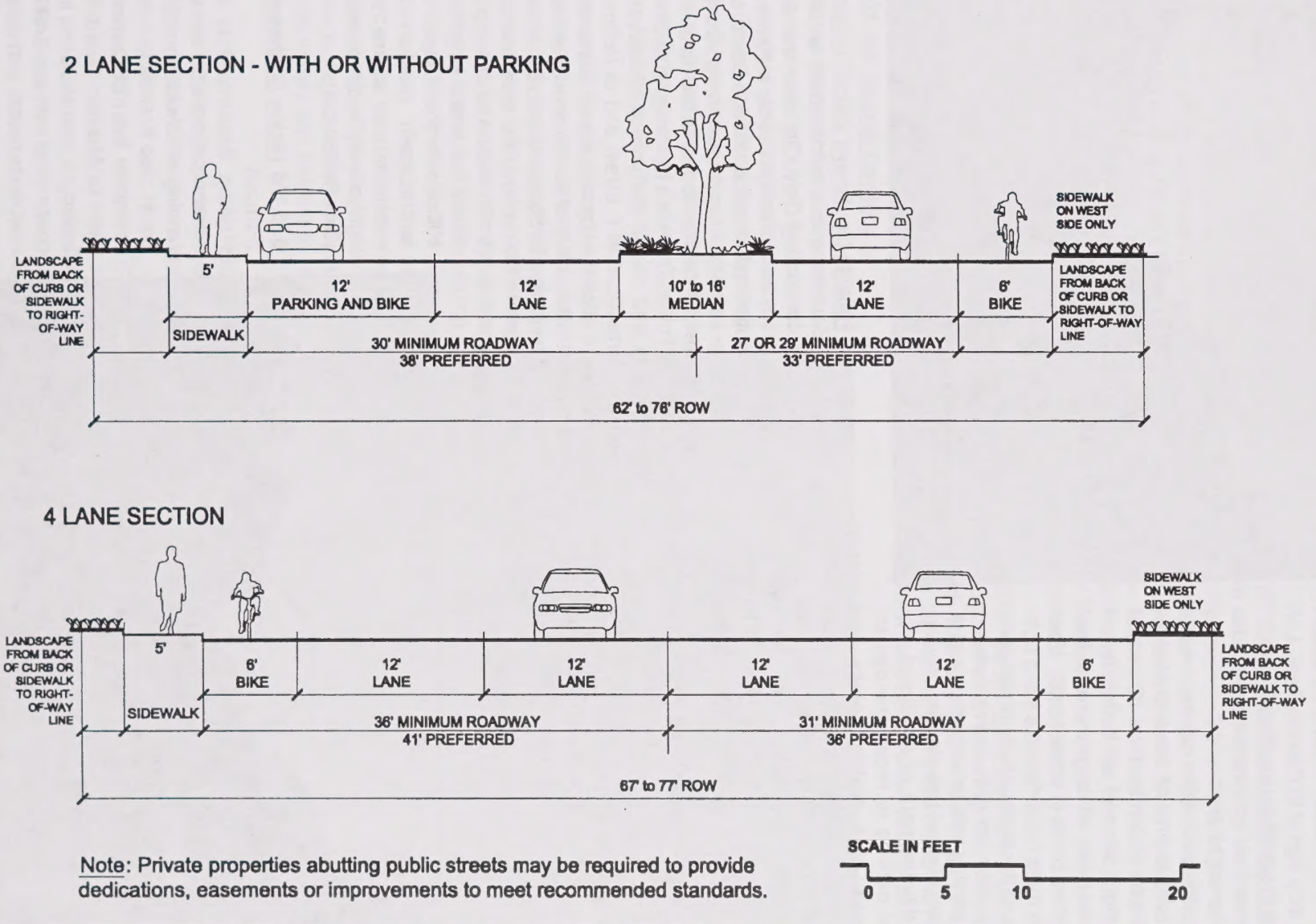


EXHIBIT C-2: Recommended Minimum Arterial Roadway Standards

NOTES:



Note: Private properties abutting public streets may be required to provide dedications, easements or improvements to meet recommended standards.

EXHIBIT C-3: Hillside Boulevard Recommended Standards

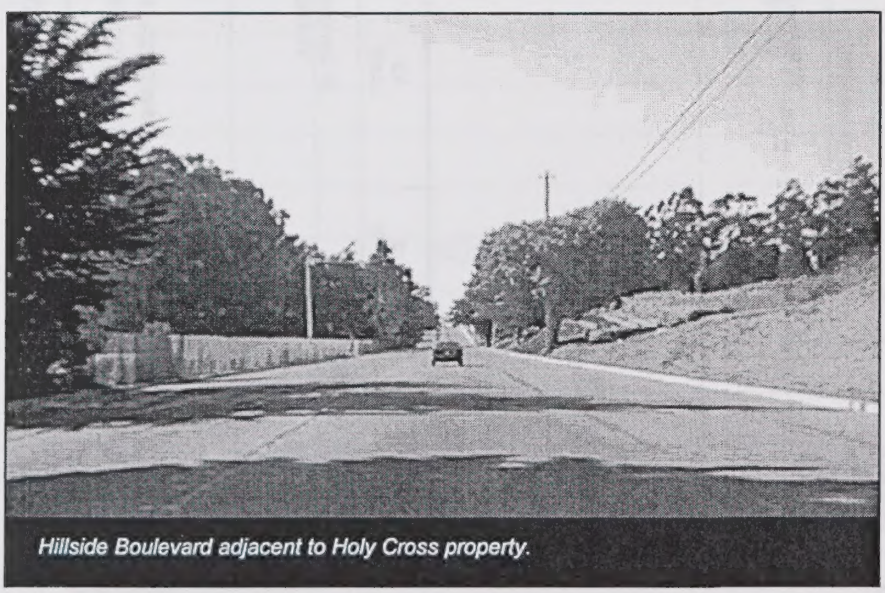
sections of South San Francisco. Access to Mission Road is controlled by a stop sign at El Camino Real. Left turns from Mission Road onto El Camino Real are prohibited because of poor sight lines and fast-moving traffic; instead, motorists must make a u-turn at one of several median breaks on El Camino Real. On-street parking is allowed on both sides of Mission Road, although there are time restricted zones in some areas. Most of this route has sidewalks along both sides of the street. Auto repair uses in this area result in heavy demand from parking both on-and off-street. A program of street tree planting coupled with development of additional off-street parking is recommended to improve both traffic safety and visual appearance. Street tree planting could be done as part of a utility undergrounding/street beautification program including special sidewalk and pavement treatments, street furniture, and decorative street lights.

Mission Road

Box culverts will be installed in the Mission Road roadway as part of a Flood Control District project. Improvements to Mission Road such as utility undergrounding/street beautification should be coordinated with the flood control project and BART line extension work where possible.

5.03.154 Hillside Boulevard

Hillside Boulevard is a north-south arterial roadway connecting Daly City near the San Francisco city limits, through Colma, to Highway 101 in South San Francisco. Hillside Boulevard has been striped for two lanes through Colma but has been improved to four to the north and south of Town. There is a traffic signal at Olivet Parkway and one at Serramonte Boulevard. The intersections at F Street and at Hoffman Street are controlled by stop signs. Sidewalks only exist in the vicinity of Serramonte Boulevard and in the vicinity of F Street. Hillside Boulevard is a designated bicycle route with marked bicycle lanes. Sidewalks should be developed along the entire length of Hillside in the future. A landscaped median is recommended where the right-of-way width permits (See Exhibit C-3).



Hillside Boulevard adjacent to Holy Cross property.

5.03.155 Hickey Boulevard (Future)

Hickey Boulevard is a commercial collector street running east/west through South San Francisco. An extension from El Camino Real to Mission Road is being installed in conjunction with the BART line extension. It will provide access to the new

South San Francisco BART station. The extension is expected to be completed by 2003.

An additional extension of Hickey Boulevard from Mission Road to Hillside Boulevard is still pending, but it is expected that pressure to complete the extension will increase when the South San Francisco BART station is opened. The City of South San Francisco has been leading the effort to have an Environmental Impact Report prepared for the Mission-Hillside extension. The right-of-way, located south of Holy Cross Cemetery and north of the Colma Town boundary, is owned by San Mateo County. Colma will work with Holy Cross Cemetery to devise a mitigation strategy for impacts to its cemetery lands bordering the extension.

5.03.156 Scenic Corridor - Arterial Streets

Hillside Boulevard is designated a scenic corridor in Colma. It is located at a higher elevation than the rest of the Town. Therefore, the drive along Hillside provides unique foreground views of San Bruno Mountain and panoramic views of Colma, South San Francisco, and Daly City.

The view to the east along the Hillside Boulevard corridor is mostly open space, including flower growing plots, cemeteries, a golf course, and a few houses. The view to the west overlooks Colma and its surrounding communities (refer to the Scenic Route Map). Part of this view is blocked by roadside fencing and vegetation, which emphasizes the view to the east. Consequently this adds variety and interest to Hillside Boulevard.

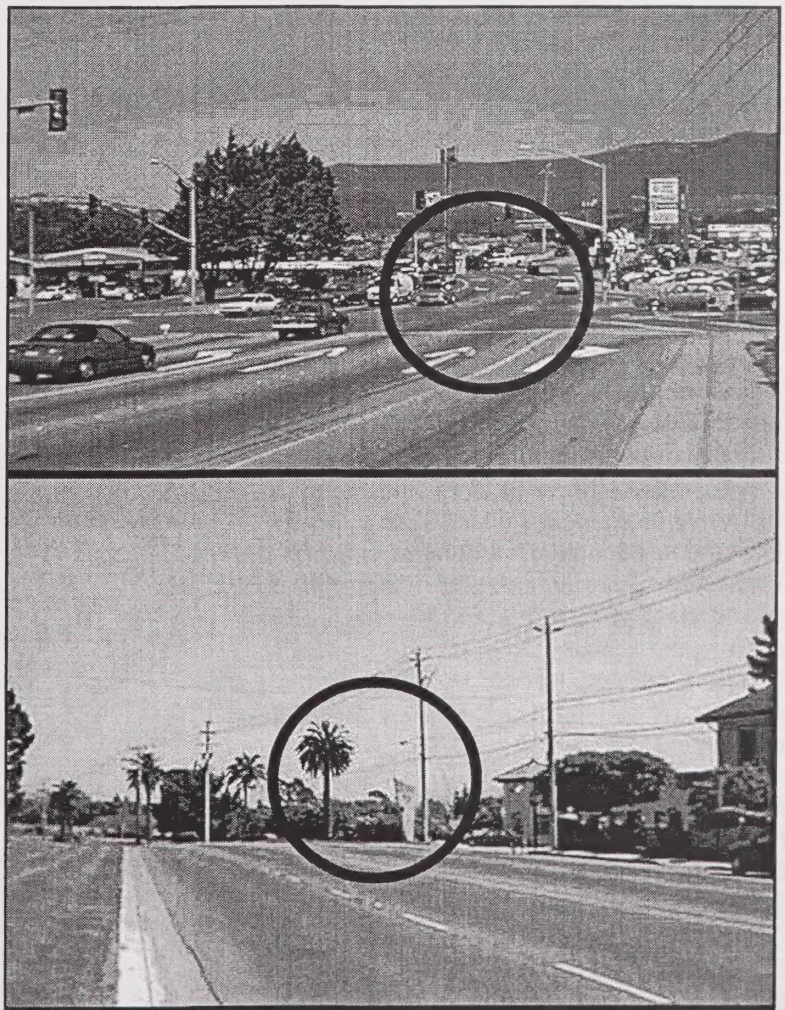
As one travels along Hillside Boulevard there is a rural character to the corridor. There is a sense of separation from the urban development that surrounds Colma. This is the atmosphere that should be protected with any development that occurs along the Hillside Boulevard scenic corridor. Special care should be given to the landscape treatment associated with future uses along this route.

5.03.157 Entry Gateways - Arterial Streets

Arterial street entry gateway locations are designated at the intersections of Serramonte Boulevard and Junipero Serra (eastbound), Hillside Boulevard and F Street (southbound), Hillside Boulevard north of Evergreen Drive (northbound), and at the intersection of the Hickey Boulevard extension on Mission Road (northbound). (See Exhibit C-1)

5.03.157.1 Serramonte Boulevard Gateway.

Eastbound traffic entering Colma passes beneath Highway 280. The freeway bridge frames the view of San Bruno Mountain in the background and Colma's commercial core area



Gateway Sites: Serramonte Boulevard (top) and North Hillside Boulevard.

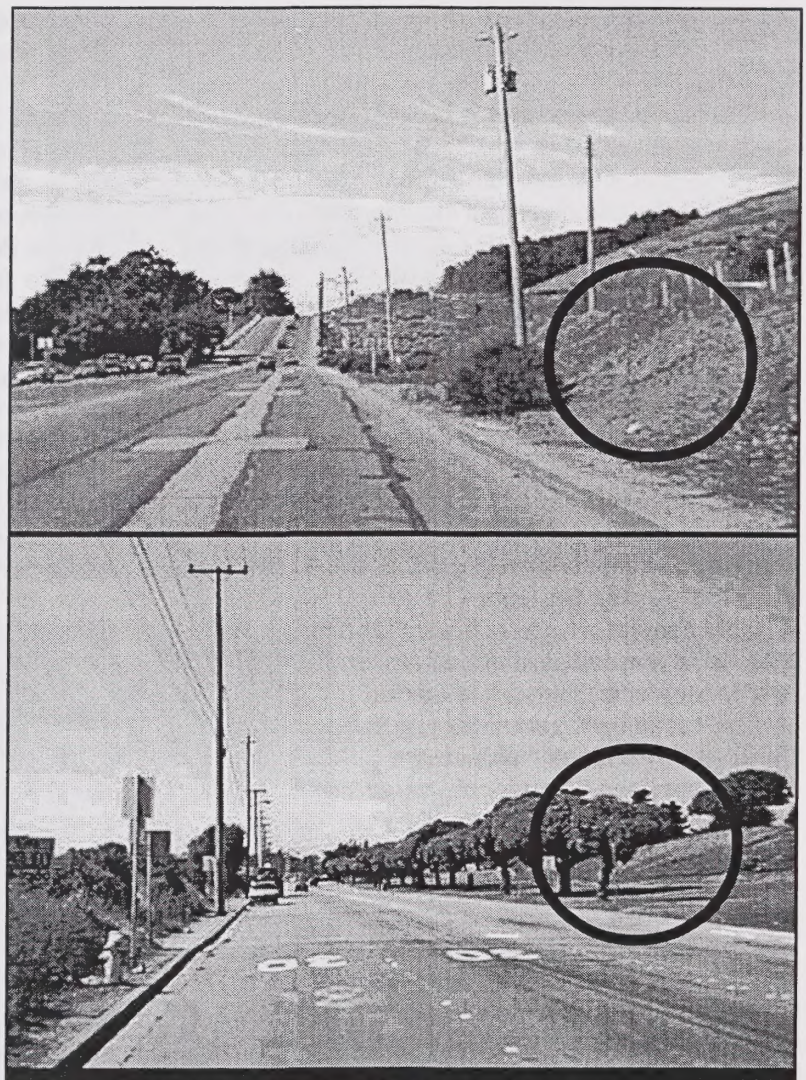
in the foreground. A landscaped entrance should be developed incorporating the freeway approaches, the intersection of Junipero Serra Boulevard and the junction of Serramonte Boulevard and Collins Avenue. Gateway elements should be included consistent with other Colma gateway sites.

5.03.157.2 North Hillside Boulevard Gateway. Southbound traffic entering Colma from Daly City on Hillside Boulevard experiences a change in land use that defines Colma's boundary. The land use pattern changes from high density residential and commercial in Daly City to open space at Colma's boundary at Hoffman Street. The Town-owned property at the southwest corner of Hillside and F Street would be an appropriate site for a gateway. Gateway elements should be included consistent with other Colma gateway sites.

5.03.157.3 South Hillside Boulevard Gateway. Northbound travelers on Hillside Boulevard enter Colma from South San Francisco just north of Evergreen Drive. Flower growing plots and cemetery lands distinguish Colma from the residential development in South San Francisco. As travelers enter Colma the land uses consist of open space to the east and west.

A Colma gateway should be positioned in the vicinity of the planned Hickey Boulevard extension (refer to Exhibit C-1).

5.03.157.4 Mission Road Gateway. Northbound travelers on Mission Road enter Colma from South San Francisco just north of El Camino High School. Currently the entry into Colma is best defined by the presence of Holy Cross Cemetery on the east side. Eventually, the gateway will be further defined by the planned Hickey Boulevard extension, which right-of-way defines Colma's southern Town Limit. Gateway elements should be installed at the northeast corner of Mission Road and Hickey Boulevard consistent with other Colma gateway sites.



North Hillside Boulevard (top) and Mission Road gateway sites

In 1996 Cypress Lawn Cemetery and Holy Cross Cemetery volunteered to provide landscaping on parcels they own at the southeast corner of El Camino and Mission Road, and at Mission Road near the Hickey Boulevard extension, respectively. Installation of the landscaping is intended to complement signs marking the Old Mission Road District. This work was deferred pending the completion of flood control projects planned for Mission Road. The proposal should be pursued again once the flood control projects have been completed.

5.03.200 COLLECTOR STREETS

Collector streets serve the important function of transferring traffic from local traffic generators such as shopping and employment areas to the arterials. Collector streets do not form a continuous system -- otherwise there would be a tendency to use them as arterials. The Plan for Colma includes collectors serving the Sterling Park residential area and the Core Commercial area.

The recommended standard for two-lane collectors is a 50-foot right-of-way with a minimum 36-foot wide roadway, curb to curb. Collector streets should have a five foot wide sidewalk on both sides of the street. Four-lane collectors should have at least a 60 foot right-of-way with a minimum 46-foot wide roadway curb-to-curb. A planting strip should be created adjacent to the sidewalks to enhance the appearance of the road. Existing collector roadways serving Colma have not been built to these standards, but any future collectors should be. Some flexibility will be needed to match new work to old work in the field.

5.03.210 Collins Avenue

Collins Avenue is a two-lane road which connects El Camino Real at its east end with Serramonte Boulevard at its west end. There is an existing sidewalk along Collins Avenue on the south side of the street near Junipero Serra Boulevard. In the western portion of Collins Avenue, parking is allowed only along the south

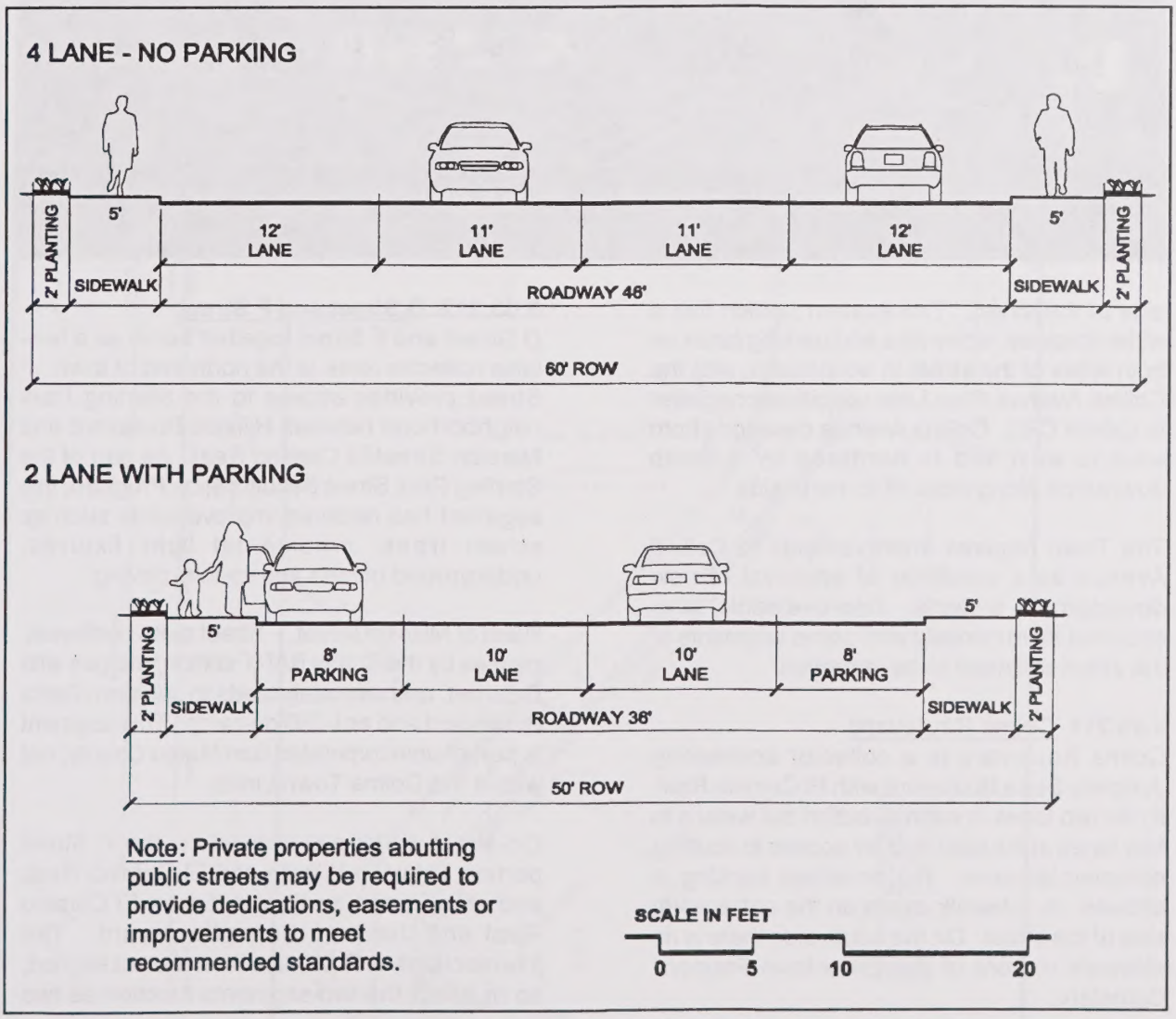
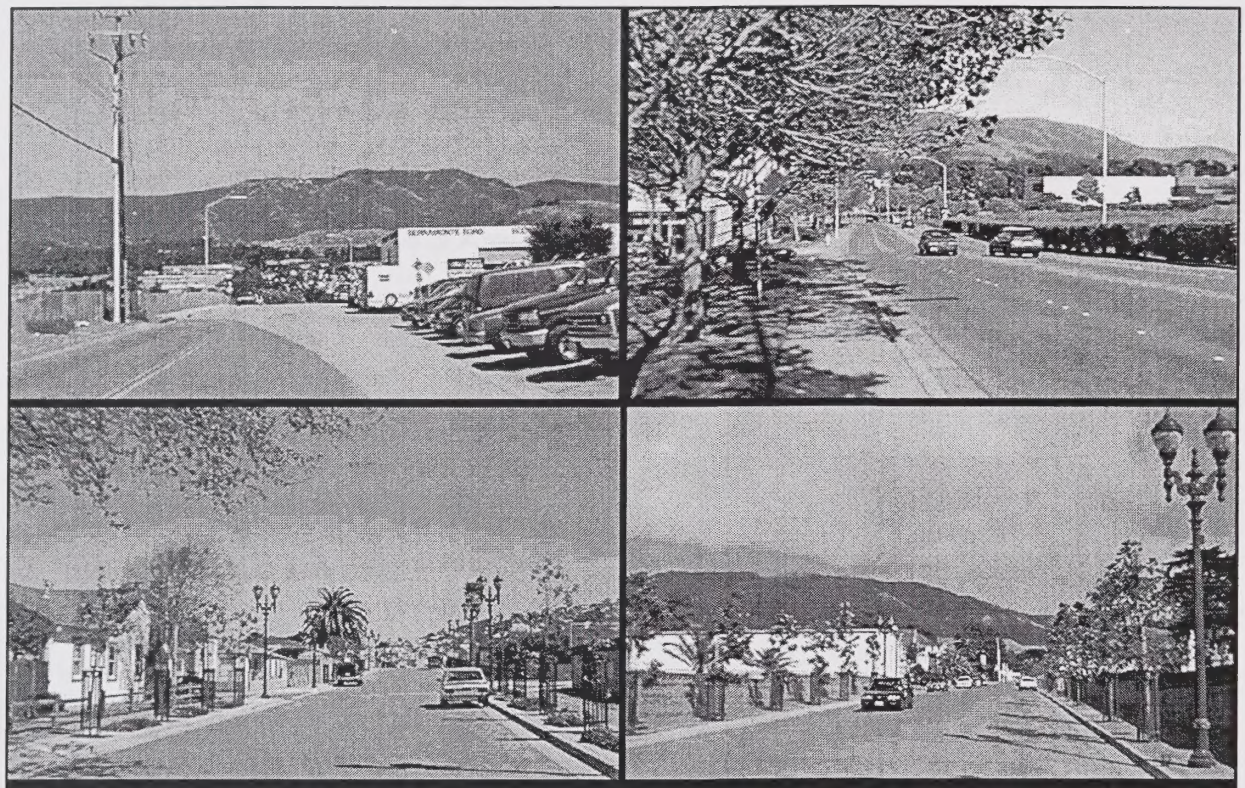


EXHIBIT C-4: Recommended Minimum Collector Roadway Standards



Collectors (clockwise from top left): Collins Avenue, Colma Boulevard, F Street (east of Mission Street) and Clark Avenue

side of the street. The eastern portion has a wider roadway, sidewalks and parking lanes on both sides of the street in accordance with the Collins Avenue Plan Line specifications (refer to Exhibit C-2). Collins Avenue descends from west to east and is bordered by a steep downslope along most of its north side.

The Town requires improvements to Collins Avenue as a condition of approval of new development projects. Improvements have occurred incrementally and some segments of the street still need to be improved.

5.03.211 Colma Boulevard

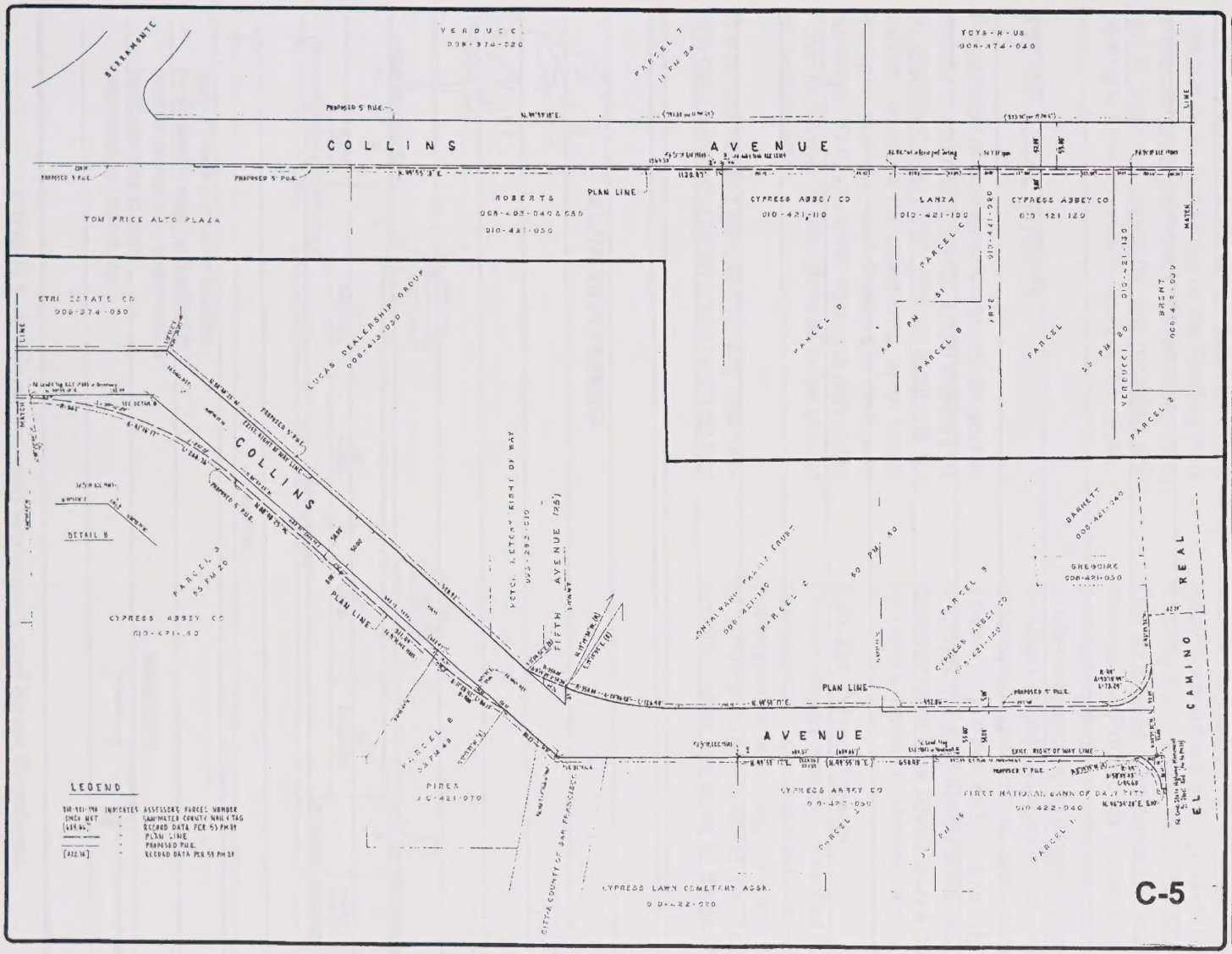
Colma Boulevard is a collector connecting Junipero Serra Boulevard with El Camino Real. It has two lanes in each direction but widens to four lanes at the west end for access to abutting commercial uses. No on-street parking is allowed. A sidewalk exists on the entire north side of the street. On the south side there is no sidewalk in front of the Greenlawn Paupers' Cemetery.

5.03.212 D Street and F Street

D Street and F Street together serve as a two-lane collector route at the north end of town. F Street provides access to the Sterling Park neighborhood between Hillside Boulevard and Mission Street/El Camino Real. As part of the Sterling Park Street Beautification Program, this segment has received improvements such as street trees, ornamental light fixtures, underground utilities and special paving.

West of Mission Street, F Street turns northwest, passes by the Colma BART station, merges with D Street, and ultimately leads to Junipero Serra Boulevard and an I-280 on-ramp. This segment is part of unincorporated San Mateo County, not within the Colma Town Limits.

On-street parking is allowed on the F Street portion between Hillside and El Camino Real, and along some portions between El Camino Real and Junipero Serra Boulevard. The intersections at El Camino Real are not aligned, so in effect the two segments function as two



TOWN OF COLMA

GENERAL PLAN

PLAN LINE FOR COLLINS AVE.

SCALE IN FEET
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MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS

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different streets. There is a signal at El Camino Real serving the western segment and a stop sign at El Camino Real serving the eastern segment.

5.03.213 Clark Avenue

Clark Avenue is two-lane residential collector street running north/south between Fisher Street in Daly City and F Street in Colma. It is a principal route in and out of the Sterling Park residential area, particularly for residents on D and E Streets. Sidewalks are provided and parking is allowed on both sides of the street.

5.03.250 LOCAL STREETS

The function of local streets is to provide access directly to abutting property. Local streets play an important secondary role as locations for utilities, locations for easements, open space for light and air, and firebreaks between buildings. Through traffic from one part of the Town to another is not intended to be carried on local streets.

The recommended standard for any new two-lane local residential street consists of a 60 foot right-of-way with a paved surface 36 feet wide, curb to curb. Road width can be reduced in special cases where no on-street parking is allowed (minimum road width is 28 feet). Sidewalks should be constructed on both sides of local residential streets, measuring at least five feet wide.

In 1998 the local streets in the Sterling Park neighborhood were upgraded through the Sterling Park Street Beautification Program. Due to existing constraints the improvements resulted in a 30 foot curb-to-curb distance within a 60 foot right-of-way. Initially conceived of as a utility undergrounding project, the program has resulted in the installation of street trees, ornamental light fixtures, and special paving. These improvements have significantly improved the appearance of the neighborhood, demonstrating how public works projects can be used to enhance neighborhoods.

5.03.251 Private Streets

Private streets may be permitted for planned residential, commercial or cemetery developments in Colma. The improved width of private roads should be designed to accommodate the level of traffic the road is

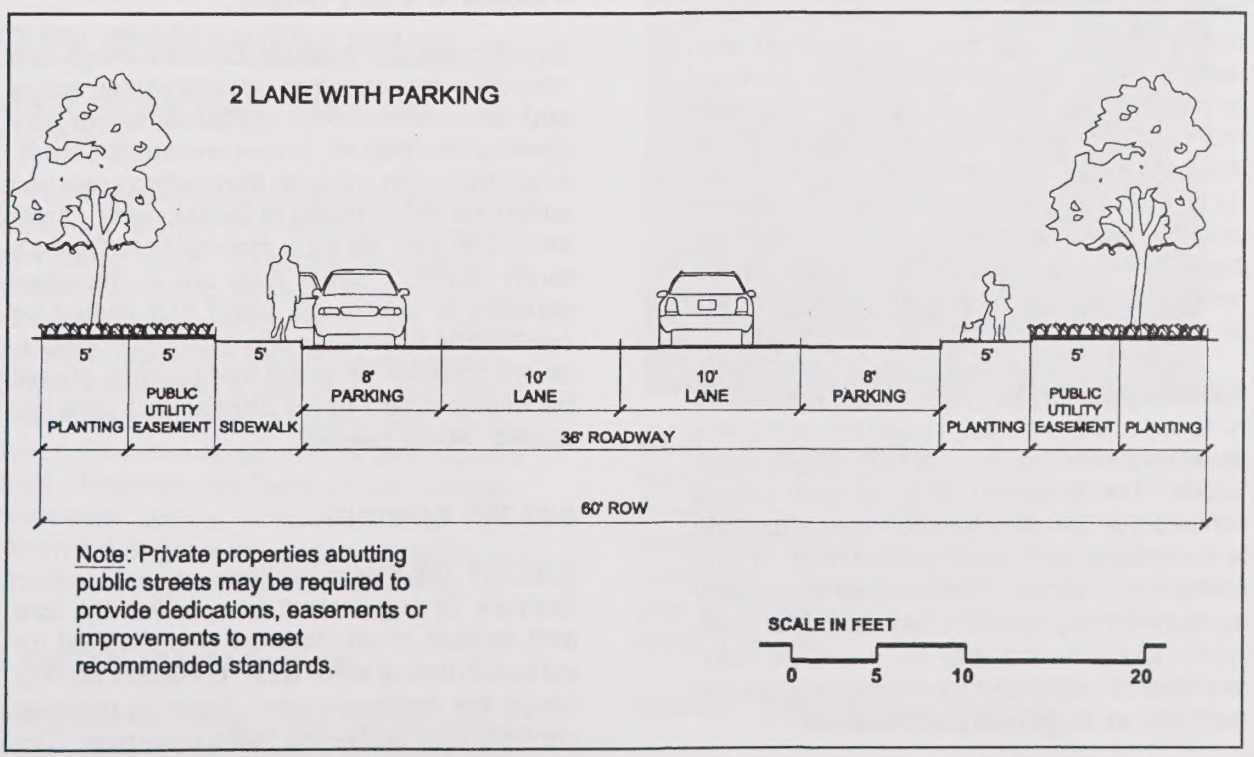
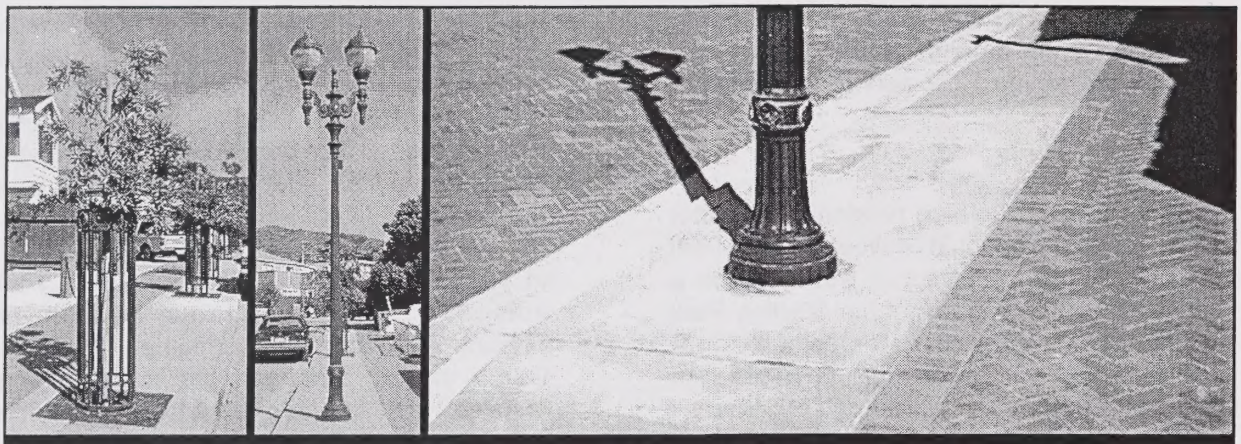


EXHIBIT C-6: Recommended Minimum Local Street Standards



Elements of the Sterling Park Street Beautification Program (left to right): Street trees, antique-style light fixtures, special paving.

expected to carry. The minimum standard for a private road with no on-street parking is a 24 foot wide paved surface from curb to curb. All curbs should be vertical to facilitate drainage and cleaning.

5.03.252 "Paper" Streets

The Cypress Hills District has a series of public easements remaining from when the land was originally platted for development. Although the streets were never built, a number of lots within the platted area were sold speculatively. These lots, known as "in-holding" lots, have not been developed, but nevertheless the Town is obliged to maintain the paper streets as a theoretical means of access. The paper streets remain on the maps presented in the General Plan as well as on the County Assessor's maps. Wherever possible, however, the Town should abandon paper streets that do not provide access to in-holding lots, are not needed for utility purposes or are redundant with other paper streets.

5.03.253 Cypress Hills Access Road (Proposed)

A loop road will be required with any development of the Cypress Hill property in the future. The proposed collector road should connect the Serramonte Boulevard extension to the existing golf course access road. A loop configuration should be pursued for emergency access. If the property is developed for open space use the road may be a private road, available for police and fire emergency use but restricted as to general public access.

5.03.254 Hillside Landfill/Golf Maintenance Road

Access to the Hillside Landfill is provided by a two-lane road. Once the landfill is closed and the top portion redeveloped into the expansion of the Cypress Hills golf course, this road will become a golf course maintenance road. The actual configuration and routing of the road may change as the golf course is developed.

5.03.300 STREET TREES

Street trees can improve Colma's image and provide a link between cemetery/open space and developed areas, especially where new development occurs. In new and existing areas, street trees can enhance the building scale and soften the visual impact of development. Street trees can also act as a moderator to Colma's windy climate. Street trees are an important element of landscape plans and should be required as a condition of private development, where possible. A street tree program should be implemented along arterial and collector streets, where needed.

5.03.350 PARKING

5.03.351 Off-Street Parking

Colma's Zoning Ordinance specifies the size and amount of off-street parking required for various types of land uses. Off-street parking keeps the roadways clear, reducing potential conflicts and facilitating traffic movement. To the maximum extent possible all parking should

be off-street in Colma. On-street parking, where available, should be oriented primarily to short-term convenience use.

5.03.352 Facilities for the Disabled

The State of California Administrative Code requires that parking spaces for disabled persons be provided near the entrance to public buildings, business developments and multiple unit residential projects. Colma uses these standards for its off-street parking requirements for the disabled.

Curb ramps are essential for facilitating wheelchair access along City sidewalks and at street crossings. These facilities should be constructed at every street intersection whether signalized or not. Wheelchair access should also be incorporated where driveways cross sidewalks.

SamTrans provides Redi-Wheels, a service for disabled patrons. It is a curb-to-curb service for residents of San Mateo County who are unable to use the regular bus service. In addition, some SamTrans buses on local routes are equipped with wheelchair lifts.

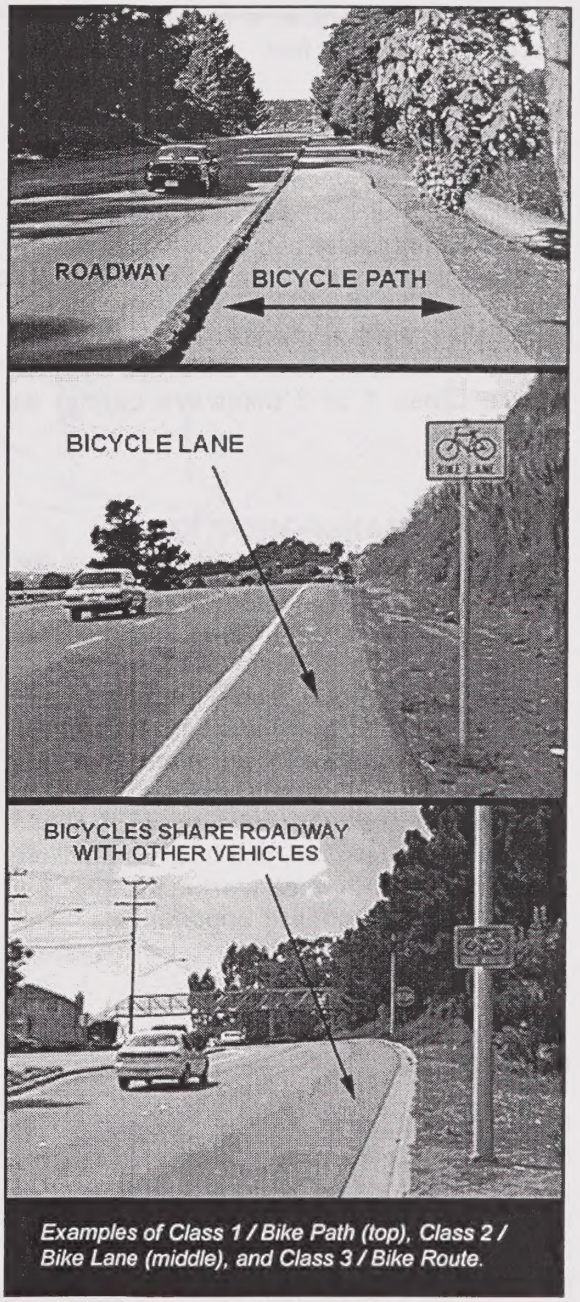
5.03.400 RECREATIONAL TRAILS

5.03.410 PEDESTRIAN TRAILS AND WALKWAYS

The Town should encourage the provision of pedestrian trails and walkways where opportunities arise. Opportunities include a trailhead providing access to San Bruno Mountain Park as part of the Hillside Landfill reclamation, walkways along the open sections of Colma Creek, and a pedestrian path along the San Francisco Water Company right-of-way between Serramonte Boulevard and Collins Avenue. Likewise, the Town should maintain its sidewalk policy, which requires new development projects to provide sidewalks as a condition of the Use Permit.

5.03.420 BICYCLE FACILITIES

Bicycling is an inexpensive and flexible means of transportation. The County's Bikeways Plan has identified Junipero Serra Boulevard, El Camino Real and Hillside Boulevard as suitable for Class 2 or 3 bikeways. El Camino Real, Junipero Serra Boulevard and portions of Hillside Boulevard have sufficient rights-of-way to accommodate a five foot wide (Class 2) bike lane in each direction. All can accommodate a Class 3 bikeway.



Examples of Class 1 / Bike Path (top), Class 2 / Bike Lane (middle), and Class 3 / Bike Route.

5.03.421 Bikeway Classifications

Class 1: Bike Path. A separate right-of-way for bicyclists and pedestrians with minimal

automobile cross-flow, a minimum two-way paved width of eight feet.

Class 2: Bike Lane. A restricted right-of-way for bicyclists which allows vehicle parking, pedestrians and automobile crossflows, and a one-way striped, paved width of five feet within the existing roadway.

Class 3: Bike Route. A right-of-way for bicyclists, shared with pedestrian and motorists. This provides a link to the Bikeways Systems where Class 1 or 2 bikeways cannot be provided.

5.03.500 TRANSPORTATION FACILITIES AND PROGRAMS

The public road system allows schedule and routing flexibility for those who use it. In contrast, transportation facilities (such as public transit) provide for the movement of goods and people generally along fixed routes and on a fixed schedule. Colma is fortunate to have access to three different modes of public transportation: air, rail, and bus. In addition, Colma residents and workers can take advantage of paratransit opportunities. The Town also has a Transportation System Management program.

5.03.510 PUBLIC TRANSPORTATION

5.03.511 Air Transit

San Francisco International Airport is located approximately six miles from Colma, east of Highway 101 and adjacent to the Cities of San Bruno and Millbrae. The airport is a major regional passenger and cargo air terminal and the seventh most active commercial airfield in the world. It can be reached by Colma residents via private auto, or via SamTrans bus. A BART extension to the airport is expected to be completed in 2003.

5.03.512 San Mateo County Transit Facilities

San Mateo Transit District (SamTrans) provides bus service throughout San Mateo County with connections to the Colma and Daly City BART Stations, San Francisco International Airport, Peninsula CalTrain Stations, San Francisco Greyhound Depot, and Downtown San Francisco's TransBay Terminal. It also provides access to Santa Clara County Transit, with connections in Menlo Park and Palo Alto.

Colma residents can catch SamTrans Mainline Routes along El Camino Real or SamTrans Local Routes along El Camino Real, Mission Road, and Junipero Serra Boulevard. Senior citizens and disabled patrons may ride anywhere in the County for a reduced fare.

5.03.513 Bay Area Rapid Transit (BART)

The Bay Area Rapid Transit District (BART) runs trains from the Colma station, through San Francisco, to the East Bay. East Bay destinations include Richmond, Pittsburg/ Baypoint, Dublin and Fremont. Trains run Monday through Friday from 4:00 A.M. to midnight and on Saturday and Sunday from 6:00 A.M. to midnight. The Colma BART station is located at Mission Street and Albert M. Teglia Boulevard, just north of the Colma Town Limits. The station has parking for 1400 automobiles.

5.03.514 BART Extension

An 8.7 mile BART extension to the San Francisco International Airport is under construction. In Colma, the extension follows the former route of the SPRR. This route runs roughly parallel to El Camino Real from F Street to the Mission Road wye, then roughly parallels Mission Road to the South San Francisco city limits. The extension will be underground (using cut-and-cover construction) along its entire length through Colma. The right-of-way will be landscaped with a variety of trees and groundcover so that the existence of BART will be virtually undetectable, supporting Colma's

Colma BART station

TOWN OF COLMA
GENERAL PLAN
BART/BIKE/
TRAIL MAP
LEGEND
BART
PROPOSED EXCLUSIVE BIKE TRAIL
BIKE ROUTE
RECREATIONAL TRAIL
SAN BRUNO MOUNTAIN
PROPOSED SAN BRUNO MOUNTAIN PARK TRAIL
ROUTE TO BE DETERMINED
SAN BRUNO MOUTAIN PARK UNIMPROVED TRAIL
TRAIL ACCESS
BART TRACK IN SUBWAY (UNDER CONSTRUCTION)
PROPOSED SFWD EASEMENT TRAIL
COLMA BART STATION
JUNIPERO SERRA FREEWAY
MOUNT OLIVET CEMETERY
CHEVRA KADISHA CEMETERY
CONGREGATION EMANU-EL
CONGREGATION SHERITH ISRAEL
CYPRESS LAWN CEMETERY
HOLY CROSS CEMETERY
SERRA CEMETERY
CALIFORNIA CEMETERY
CITY BOUNDARY
DALY CITY
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CITY AND REGIONAL PLANNERS
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greenbelt theme. New BART stations are planned at South San Francisco, San Bruno, Millbrae, and within the airport at the new International Terminal. The Millbrae station will be "intermodal," providing a direct connection to CalTrain. The extension is expected to be completed by 2003.

5.03.515 CalTrain

CalTrain, operated by the Peninsula Corridor Joint Powers Board, provides passenger rail service to the Peninsula cities, extending from San Francisco to San Jose and Gilroy. Trains run Monday through Friday from 5:00 A.M. to midnight, Saturday from 7:00 A.M. to midnight, and Sunday from 8:00 A.M. to 10:00 P.M. Colma's nearest CalTrain station is located approximately four miles away in South San Francisco. The station can be reached by Colma residents via private auto, SamTrans bus or cycling. With the opening of the Millbrae BART/CalTrain intermodal station, scheduled to be completed in 2003, Colma residents also will be able to access CalTrain via BART.

5.03.016 Paratransit

Paratransit can best be described as participant or provider scheduled, collective transit using smaller vehicles such as vans and automobiles. Colma is fortunate to have many types of paratransit available for the benefit of citizens, employees and customers of local establishments. The following are examples of paratransit operating in Colma:

5.03.016.1 RIDES. RIDES for Bay Area Commuters Inc., is a nonprofit corporation founded by CalTrans and the Metropolitan Transportation Commission (MTC) which promotes ridesharing throughout the Bay Area. RIDES provides three types of services:

- Ridematching - use of a computer to match commuters who travel to and from the same areas;
- Vanpooling - lease of a luxury van to a driver, who travels free while the riders share the expenses; RIDES organizes the group, plans the route and makes the rules;
- Employer Services - promoting ridership programs within companies. RIDES has been successful in placing thousands of people into carpools or vanpools, representing an aggregate savings of millions of gallons of fuel per year.

5.03.016.2 Redi-Wheels. SamTrans provides on-call, curb to curb service for disabled and elderly residents of San Mateo County. Total ridership has increased steadily since its first year of service in 1980.

5.03.016.3 Airport Shuttle Services. Numerous airport shuttle services provide pickup service from or to a home or business in Colma to or from San Francisco International Airport. Airport shuttles provides a cost effective and efficient alternative to driving and parking for airport transfers.

5.03.016.4 Taxis. Private taxi companies are another form of paratransit in Colma. Colma is satisfactorily served by taxicab companies located in Pacifica, Daly City, unicorporated Daly City and South San Francisco. Cumulatively, there are over fifty (50) cabs available for these nearby companies to serve Colma. Due to the difficulty in monitoring taxi companies and current satisfactory service, it is the current policy of the Town to discourage the establishment of a new taxi service in Colma.

5.03.016.5 Auto Dealer Shuttles. Many of the local auto dealers provide a shuttle service to customers who are having auto repair work done on their cars. These shuttles assist individuals who live or work in Colma or neighboring communities.

3.517 Transportation System Management (TSM)

Transportation System Management seeks to limit expansion of parking and roadway improvements in favor of meeting future transportation demand by better usage of existing facilities. TSM includes such measures as car pooling, van pooling, variable work hours, high occupancy vehicle lanes, park and ride facilities, parking management, and facilities for bicycle commuters. TSM techniques generally serve to meet increased demand without large scale investments to increase capacity. The Town of Colma currently has a TSM ordinance which outlines the responsibilities and opportunities of the program within the bay area. Employers of 25 or more individuals are encouraged to participate in the program to provide information and alternatives to employees to reduce automobile dependence. The Town seeks to establish bicycle paths when possible.

5.03.520 CONGESTION MANAGEMENT

New development projects should be reviewed for their impacts on the transportation infrastructure. The impact of a specific project can vary depending on its relationship to roadways and public transportation facilities.

If a new or redeveloped project is projected to add a net 300 or more trips during any peak period (defined as 6-10AM and/or 3-7PM), a report must be made to the City/County Association of Governments of San Mateo County (C/CAG). Examples of projects that are likely to fall into this category include 300 or more single-family dwelling units, commercial developments with 45,000 or more square feet of retail space or 155,000 or more square feet of office space, a hotel with 450 or more rooms, or light-industrial developments with 300,000 or more square feet.

If, after evaluation by C/CAG, it is determined that the proposed land use change is projected to create a violation of Level of Service (LOS) standards, C/CAG will notify the relevant jurisdictions and provide options for bringing the proposed development into conformance with the LOS standards. Options may include:

- Changing the intensity of development, increasing the potential for transit use, or changing the mix of land uses so that the development would not violate LOS standards;
- Not approving the land use change;
- Approving the land use with mitigations that will ensure that the LOS standard is not violated;
- Approving the land use and postponing action on mitigations until such time as a LOS standard violation is identified through monitoring.

5.03.600 SCENIC ROUTES MAP

5.03.610 SCENIC ROUTES

El Camino Real, Hillside Boulevard, and Junipero Serra Boulevard have been defined as scenic routes through Colma. Key visual features of each have been described on the Scenic Routes Map. A generalized view corridor is shown along each of the routes. A more detailed analysis of each route, for the purpose of establishing precise boundaries for these corridors, is beyond the scope of the General Plan. But an analysis with specific corridor plans should be prepared in the future. The width of the corridor should be maximized when scenic quality is high, and a minimized where existing development forms the visual boundary (see Exhibit C-1).

3.611 Protection of the Scenic Corridors
Every effort should be made to protect the overall visual experience along each of the identified scenic corridors, primarily through enforcement of sensitive site planning. Distant, panoramic views of Colma and its environs can be appreciated in a number of locations. In these locations (see Exhibit C-1), first priority should be in keeping buildings out of the corridor so that views are not blocked. In some cases, noise compatibility planning will support this approach. Where development is permitted in the corridor, landscaping should be required to screen views of buildings, and to quickly cover any scars left from grading. The open quality of views should be retained by concentrating landscape materials near the objects to be screened rather than by creating a wall of vegetation adjacent to the road.

5.03.620 CRITERIA FOR SITE PLANNING IN SCENIC CORRIDORS

All development within scenic corridors should be located, sited and designed to carefully fit its environment. The scenic character of the site should be maintained as much as possible. The following criteria can be applied to development proposals in meeting the above stated goals.

5.03.621 Site Planning

5.03.621.1 All roads, buildings and other structural improvements or land coverage should be located, sited and designed to fit the natural topography.

5.03.621.2 All development should be sited and designed to minimize the impacts of noise, light, glare and odors on adjacent properties and the community-at-large.

Every effort should be made to protect the overall visual experience along each of the scenic corridors.

5.03.621.3 No use, development or alteration should create uniform, geometrically-terraced building sites which are contrary to the natural land form or which substantially detract from the scenic and visual quality of the Town.

5.03.621.4 Development should not contribute to the instability of the parcel or adjoining lands, and all structural proposals including excavation, proposed roads and other pavement should adequately compensate for adverse subsurface conditions. Roads and structures should not be located where downward lateral forces can adversely effect a slope or creek bank.

5.03.622 Paved Areas

5.03.622.1 The number of access roads to a Scenic Corridor shall be minimized wherever possible. Development access roads shall be combined, with the intent of minimizing intersections with scenic roads.

5.03.622.2 Small, separate parking areas are preferred to single large parking lots.

5.03.622.3 Paved areas should be integrated into the site, related to their structure, and should be landscaped to reduce their visual impact from scenic corridors. Textured paving should be considered.

5.03.623 Landscaping and Views

5.03.623.1 Public views within and from Scenic Corridors should be protected and enhanced, and development should not be allowed to significantly obscure, detract from, or negatively affect the quality of these views. Vegetative screening may be used to mitigate such impacts.

5.03.623.2 Selective clearing of vegetation, which allows the display of important public views may be permitted.

5.03.623.3 Wherever possible, vegetation removed during construction should be replaced. Vegetation for the stabilization of graded areas or for replacement of existing vegetation shall be selected and located to be compatible with surrounding vegetation, and should recognize climatic, soil and ecological characteristics of Colma.

5.03.623.4 A smooth transition should be maintained between development and adjacent open areas through the use of natural landscaping and plant materials which are native or appropriate to the area.

5.03.623.5 Screening, as required under these design criteria, should not consist of solid fencing, rather it should be of natural materials of the area, preferably vegetation appropriate to the area in conjunction with low earth berms.

5.03.624 Architecture

5.03.624.1 The design of the structure should be appropriate to the use of the property and in harmony with the shape, size and scale of adjacent buildings in the community.

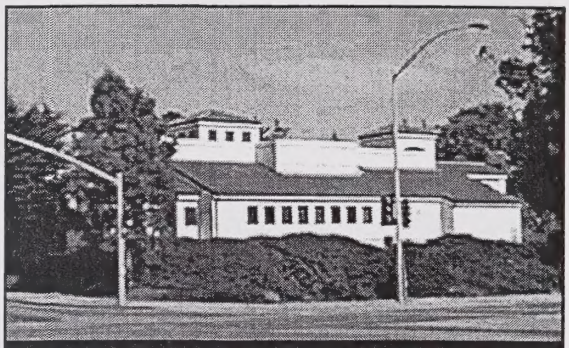
5.03.624.2 The architectural style of new buildings should incorporate a Spanish Mediterranean design theme with pitched roofs and varied horizontal planes to create shadows. Exceptions may be approved where this approach would clash with existing structures having historical or architectural merit.

5.03.624.3 Highly reflective surfaces and colors are discouraged.

5.03.625 Signs

5.03.625.1 No signs should be permitted within the front setback, or on rooftops. Billboard sings and pole signs should not be permitted within scenic corridors.

5.03.625.2 Signs appropriate for use in a scenic corridor are small identification signs, small building face signs and monument signs. Night lighting should be limited to direct spot lighting.



An example of the Spanish Mediterranean design theme appropriate for new buildings in scenic corridors.

5.03.627 Utilities

5.03.627.1 Overhead utility lines should be placed underground to reduce the visual impact along scenic corridors.

5.03.627.2 Underground utility lines will be required for all new public and private developments.

5.03.627.3 Public utility structures shall be designed and sited so as to have an uncluttered appearance, subordinate to the setting.

5.03.700 CIRCULATION ELEMENT POLICES & IMPLEMENTATION MEASURES

The following policies are set forth to help guide decision making with regard to circulation, transportation, and scenic routes in Colma. Programs necessary for the implementation of those polices are described following the policies section.

El Camino Real

5.03.710 CIRCULATION SYSTEM

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.03.711	Commercial and industrial truck traffic, except for trucks serving local business, should be limited to highways or arterial streets for movement through the Town.	The City Engineer will stipulate appropriate haul routes consistent with this policy.	
5.03.712	Improvements to Collins Avenue consistent with the Plan Line for Collins Avenue should continue to be implemented as a condition of approval of new development projects.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.	
5.03.713	On-street parking should typically be prohibited except on local streets. On-street parking, where necessary to support commercial businesses, should be oriented primarily to short-term use for the convenience of patrons.	Areas with prohibited or restricted on-street parking are designated with painted curbs and/or signs. The Public Works Department will maintain these designations. The City Engineer will recommend changes when applicable.	
5.03.714	Olivet Parkway should be retained as a public road unless findings can be made that alternate routes are available to carry existing and anticipated future traffic.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.	
5.03.715	The Town should work with San Mateo County and the City of South San Francisco to achieve early implementation of the Hickey Boulevard extension between Mission Road and Hillside Boulevard. Colma should facilitate the EIR process and work with Holy Cross Cemetery to devise a mitigation strategy for impacts that may be identified. Construction of additional public roads between El Camino Read and Hillside Boulevard should be discouraged unless a significant public purpose is demonstrated.	The City Planner will cooperate with San Mateo County and the City of South San Francisco to facilitate the EIR. The City Planner will suggest mitigation strategies to Holy Cross Cemetery and make recommendations accordingly. The City Planner will review proposals for additional public roads between El Camino Real and Hillside Boulevard and make recommendations to the City Council.	
5.03.716	A loop road allowing access for emergency vehicles should be included in any future development of the Cypress Hills area. The road should connect the Serramonte Boulevard extension through Cypress Hills to the current golf course access road.	The City Planner will make recommendations consistent with this policy to developers during the design review process. If the property is developed for open space use the road may be private and restricted as to general public access. The road may be installed in increments as land adjoining the right-of-way is improved.	
5.03.717	Wherever possible, the Town should abandon paper streets that do not provide access to in-holding lots, are not needed for utility purposes, or are redundant with other paper streets.	The City Planner and City Engineer will identify streets that meet the policy's criteria and make recommendations for abandonment to the City Council.	

5.03.720 TRAFFIC AND PEDESTRIAN SAFETY			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.03.721	Public and private off-street parking should be developed in all of Colma's commercial areas to minimize traffic congestion. Private off-street parking should be developed in conjunction with residential development projects.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.	
5.03.722	Pedestrian sidewalks or walkways should be constructed typically along both sides of all public streets. These should be done as a requirement of private development, where the project involves the public street frontage.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.	Land Use 5.02.353 Conservation/ Open Space 5.04.392
5.03.723	Sidewalks should be constructed where they do not presently exist: • the west side of El Camino Real north of Olivet Parkway and south of Collins Avenue* • the west side of Junipero Serra Boulevard between Serramonte Boulevard and Southgate Avenue* • the east side of Junipero Serra Boulevard from Colma Boulevard to the Town limits • both sides of Hillside Boulevard • the north side of Serramonte Boulevard from El Camino Real to Hillside Boulevard	* These projects are included in the Town's 1998/99 – 2002/03 Capital Improvement Program.	
5.03.724	All loading and unloading of trucks associated with commercial uses should take place out of the road right-of-way in order to avoid potential conflicts with through traffic.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	
5.03.725	Facilities for disabled persons should be constructed in Colma including specified parking spaces, curb ramps at street crossings, sidewalk clearance around obstacles and sidewalk transitions at driveway crossings.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.	
5.03.726	Additional driveway access points to El Camino Real and to arterial and collector streets should be discouraged in order to promote traffic safety and retain landscape corridors. Where possible, access should be developed from other streets.	The City Planner will make recommendations consistent with policy to the City Council for new development projects.	
5.03.727	A Plan Line should be adopted for the long term improvement of Hillside Boulevard to facilitate the ability to develop sidewalks and landscaping.	This project is included in the Town's 1998/99 - 2002/03 Capital Improvement Program.	
5.03.728	The intersection of Mission Road and El Camino Real should be reconfigured to improve safety and to permit left turns from Mission Road onto El Camino Real.	This project is included in the Town's 1998/99 - 2002/03 Capital Improvement Program and the project is subject to environmental review. The Town will alert affected property owners at such time as any design and/or environmental review process begins.	
5.03.729	The Town should strive to maintain a Level of Service D or better for all intersections. Levels of E or F should be tolerated during peak periods.	The City Engineer will regularly monitor LOS at key intersections. The City Planner will consider the traffic impacts of new development projects.	

5.03.730 TOWN IMAGE

POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.03.731	Colma recognizes six major gateways to the Town: • El Camino Real at the intersection of F Street • El Camino Real and Mission Road • Serramonte Boulevard and Collins Avenue where they intersect Junipero Serra Boulevard • Hillside Boulevard at the intersection of F Street • Hillside Boulevard at the Hickey Boulevard extension • Mission Road at the Hickey Boulevard extension The Town's gateways should be enhanced and maintained with appropriate landscaping and to strengthen Colma's identity. Gateway elements (such as a sculpture or distinctive architecture) should be included at each gateway. The gateway elements should have a consistent theme. Improvements should be included as an element of private development, where appropriate.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	
5.03.732	Street trees should be planted along Colma's street system. Trees should be selected from a plant list approved by the City Council in order to create a unifying theme. Street trees should be planted as a requirement of private development, where such developments involve the public street frontage.	The City Planner will designate preferred trees for each street and make recommendations to the City Council for new development projects.	
5.03.733	A utility undergrounding/street beautification program should be carried out for Mission Road in conjunction with the provision of additional off-street parking to improve visual appearance and traffic safety. Improvements to Mission Road should be coordinated with the Flood Control District and BART projects.	This project is included in the Town's 1998/99 - 2002/03 Capital Improvement Program.	

continued

Street trees should be planted along Colma's street system. Flowering Pear (left) and Beefwood are both suitable street trees for Colma.

5.03.730 TOWN IMAGE (continued)			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.03.734	A street tree planting program should be carried out for Junipero Serra Boulevard in conjunction with median landscaping and pedestrian facilities to improve the visual appearance and performance of this important arterial.	Portions of this project are included in the Town's 1998/99 - 2002/03 Capital Improvement Program. The City Planner will make further recommendations to the City Council for new development projects.	Open Space/ Conservation 5.04.367
5.03.735	Overhead transmission lines should be placed underground in order to improve the visual quality of all roadways.	Utility undergrounding is included in the Town's 1998/99 - 2002/03 Capital Improvement Program.	
5.03.736	The private proposals for the landscaping at the entrances to the Old Mission Road District should be renewed once the planned County flood control projects are completed in that area.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	

5.03.740 RECREATION TRAILS			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES
5.03.741	Bicycle lanes should be clearly marked on all designated bicycle routes.	This project is included in the Town's 1998/99 - 2002/03 Capital Improvement Program.	
5.03.742	The Town should seek ways to implement bikeways along Junipero Serra Boulevard, El Camino Real, and Hillside Boulevard.	This project is included in the Town's 1998/99 - 2002/03 Capital Improvement Program.	
5.03.743	The Town should work with the San Francisco Water Company to see what landscaping and pedestrian improvements are possible on the Water Company right-of-way between Serramonte Boulevard and Collins Avenue.	Landscaping of portions of the Water Company right-of-way is included in the Town's 1998/99 - 2002/03 Capital Improvement Program. The City Planner will investigate possible pedestrian improvements and make recommendations to the City Council.	Open Space/ Conservation 5.04.393

5.03.750 SCENIC ROUTES			
POLICY NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.03.751	The Town recognizes El Camino Real, Hillside Boulevard, and the Junipero Serra Freeway as scenic routes. Detailed studies and mapping of the scenic routes should be undertaken as necessary to define precise corridor boundaries. Standards for site planning within scenic corridors should be adopted.	The City Planner will make recommendations consistend with this policy to the City Council for new development projects.	

5.03.800 PROGRAMS FOR CIRCULATION ELEMENT IMPLEMENTATION

Circulation Element policies are intended to be implemented using both existing and proposed action programs. Reference is made as to whether the program is existing or proposed and the responsibility for program operation.

5.03.810 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRONMENTAL REVIEW PROCEDURE (EXISTING)

The environmental review of proposed projects includes a review of proposed circulation facilities, traffic generation, and the effects on existing facilities, in addition to the effects on the visual resources identified in the scenic corridors.

5.03.811 Responsibilities

City Planner
Prepares initial study; coordinates the review process.

Department Heads
Comments on the report.

Interested Citizens
Provide input regarding report adequacy.

City Council
Decision making body; certifies report.

5.03.820 SUBDIVISION ORDINANCE (EXISTING; AMENDMENT RECOMMENDED)

The standards for land division and circulation facilities are set forth in this ordinance. A proposed development should conform to minimum subdivision standards, especially those relating to circulation and scenic corridor protection. The sections regarding standards should be amended to include specific reference to the design criteria contained in the General Plan.

5.03.821 Responsibilities

City Planner
Reviews tentative and final subdivision maps; coordinates the review process.

Department Heads
Comment on development proposals; suggest conditions for project approval.

City Engineer
Provide input regarding project suitability.

Interested Citizens
Provide input regarding project suitability.

City Council
Decision making body; recommends, approves, or denies project, with or without conditions, based on findings set forth in the ordinance.

5.03.830 ZONING ORDINANCE (EXISTING - AMENDMENT RECOMMENDED)

The Zoning Ordinance sets forth minimum development standards including parking facilities, provisions for the disabled, and site plan standards. The Design Review zone should be amended so that site planning criteria for uses in scenic corridors is made part of the Zoning Ordinance.

5.03.831 Responsibilities

City Planner
Evaluation of projects per standards; coordinates the review process.

Department Heads
Comment on development proposals; suggest conditions for project approval.

Interested Citizens
Provide input regarding project suitability.

City Council
Decision making body; recommends, approves, or denies project, with or without conditions, based on findings set forth in the ordinance.

5.03.840 CAPITAL IMPROVEMENT PROGRAM (EXISTING)

The City Council has approved a Capital Improvement Program for implementing many of the projects described in the General Plan.

5.03.841 Responsibilities

City Planner
Evaluation of projects per standards; coordinates the review process.

Department Heads
Comment on development proposals; suggest conditions for project approval.

City Engineer
Provide input regarding project suitability.

Interested Citizens
Provide input regarding project suitability.

City Council
Decision making body; recommends, approves, or denies project, with or without conditions, based on findings set forth in the ordinance.

5.03.850 TRANSPORTATION MANAGEMENT (EXISTING)
Local representation on County-wide and regional transportation agencies should be continued. The Planning Department should provide information to citizens on the availability of transit and the benefits of transportation management systems. Local incentives for participation in Transportation System Management should be considered.

5.03.860 CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY (C/CAG) CONGESTION MANAGEMENT PROGRAM (EXISTING)
Under the policies of the Congestion Management Program (CMP), all land use changes or new developments that are projected to generate a net (subtracting existing uses that are currently active) 300 or more trips during any peak period (defined as 6-10AM and/ or 3-7PM) must be reported to the C/CAG. If, after evaluation by C/CAG, it is determined that the proposed land use change is projected to create a violation of Level of Service (LOS) standards, C/CAG will notify the relevant jurisdictions and provide options for bringing the proposed development into conformance with the LOS standards.

5.03.861 Responsibilities

City Planner
Evaluation of projects per standards. If projects meet CMP review criteria, the City Planner reports to C/CAG and coordinates the review process.

Department Heads
Comment on C/CAG conformance options; suggest conditions for project approval.

City Engineer
Provide input regarding conformance options and project suitability.

Interested Citizens
Provide input regarding conformance options and project suitability.

City Council
Decision making body; recommends, approves, or denies project, with or without conditions, based on findings.

5.03.870 DETAILED MAPPING OF SCENIC CORRIDORS (PROPOSED)
Scenic routes are identified in this General Plan element. A more detailed analysis and precise mapping of the scenic route boundaries should be done in the future.

5.03.880 LANDSCAPE PROGRAMS (PROPOSED)
Generalized suggestions for gateway enhancement and street tree planting are made in this General Plan Element. The City Council and City Staff should identify specific projects for design and implementation. Planting programs, if not undertaken on a formal basis, can be required of private landowners at the time requests for City approval of permit applications are made.

OPEN SPACE / CONSERVATION ELEMENT

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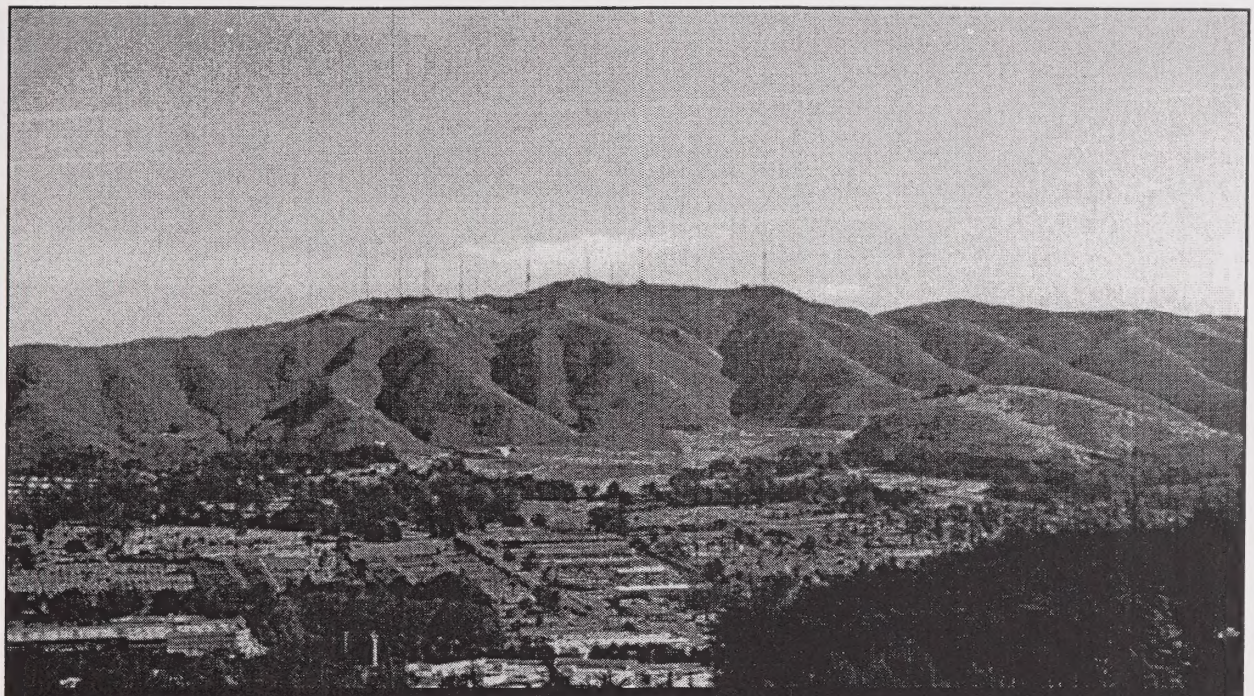


San Bruno Mountain sets the backdrop for the Town of Colma.

OPEN SPACE / CONSERVATION ELEMENT

5.04.000 INTRODUCTION

5.04.010 PURPOSE

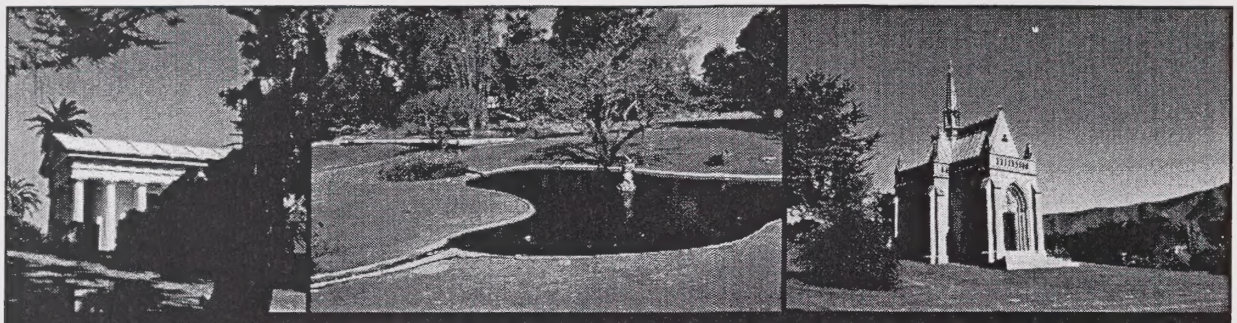
The Open Space and Conservation Element identifies land which, for one reason or another, is not subject to urban development. And it identifies plant, animal and land resources to be conserved. Analysis presented in the plan sets forth the reasons why certain lands are devoted to open space. Goals and policies in the plan describe how important natural resources should be utilized and managed.

In general, the term "Open Space" is used as a land use designation. Conservation is used as a land use principle typically applied to certain scarce or non-renewable resources which are protected from urban development by City Council policies adopted in the General Plan.

Open Space and Conservation features are shown on the Open Space Map (Exhibit OS-1).

5.04.020 RELATION TO OTHER GENERAL PLAN ELEMENTS

Open space is used as a framework within which urban land uses are developed. Consequently, the Open Space/Conservation Element is closely linked to all other elements of the General Plan.



Cemetery property accounts for 76% of the land in Colma. Many of the Memorial Parks' structures and elements add significantly to the visual appeal of the community.

5.04.030 OBJECTIVE AND GOALS

Colma's objective is to preserve and manage the natural resources and natural areas of the Town. Open space and conservation goals are listed below:

- **5.04.031** To buffer adjacent incompatible land areas from one another by use of topography or landscaping.
- **5.04.032** To plan for public health and safety by restricting urban development from encroaching on open sections of Colma Creek or utilizing steep slopes.
- **5.04.033** To plan for recreational use by providing a Community Center and parks to be used by Colma's citizens.
- **5.04.034** To identify and preserve selected tree masses, landscape features and other scenic elements that are important to Colma's visual setting.
- **5.04.035** To promote Colma as a Flower Town through the use of seasonal flowers and shrubbery in private landscape treatments and in conjunction with all public improvement projects.

5.04.040 HOW THE OPEN SPACE DESIGNATION IS USED

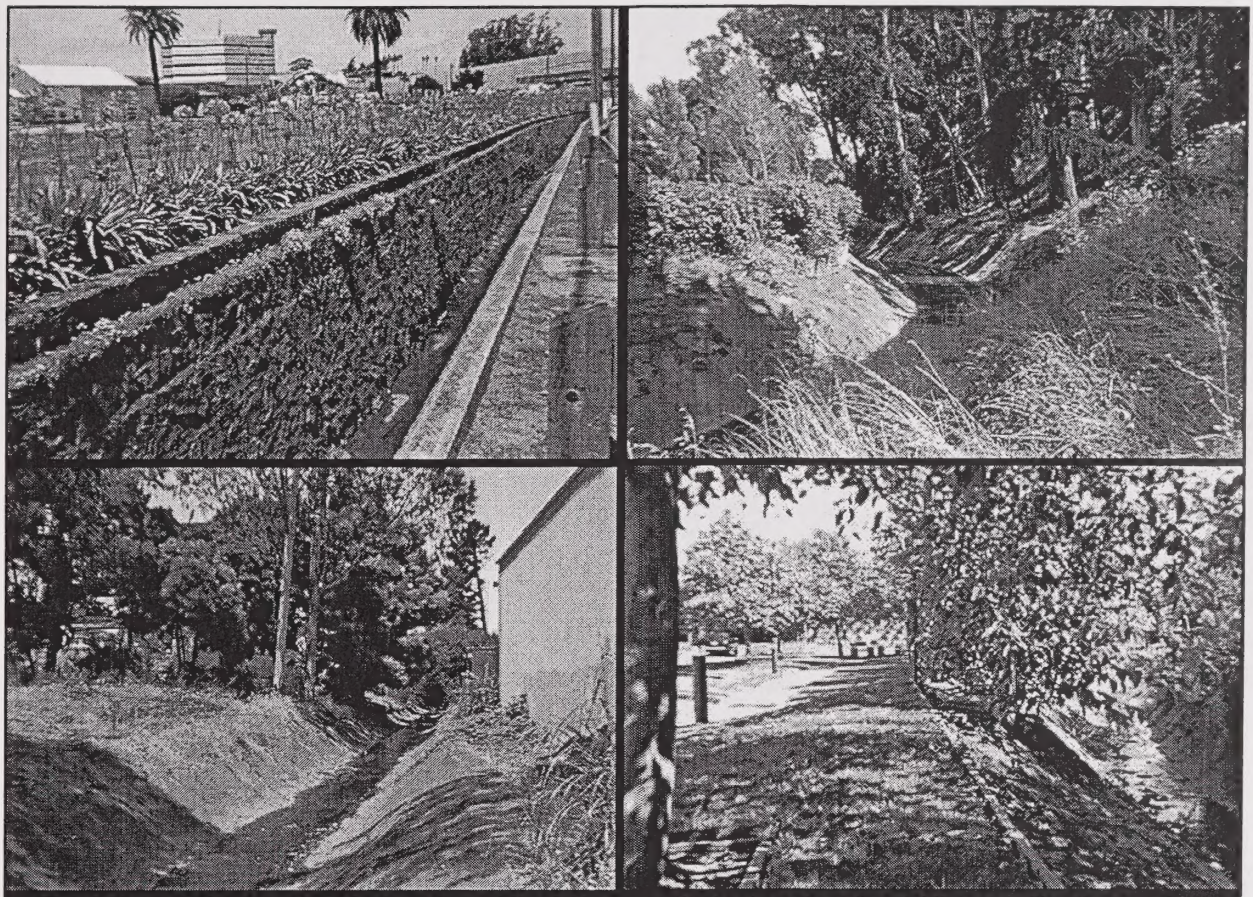
The open space designation is used in two ways in the Colma General Plan. First, it is used to recognize cemetery lands and public parklands that are permanently unavailable for urban development. This category also includes selected sections of open creeks, specific tree masses and steep hillsides which should be preserved as important parts of Colma's visual setting or because they are considered unsafe for urban development.

Second, the open space designation is used as a holding pattern to acknowledge land currently being used for agricultural purposes that eventually will be used for active cemetery purposes. This category also includes the Hillside Landfill and the Cypress Hills Golf Course and related facilities where an urban land use designation would be inappropriate.

5.04.100 INVENTORY OF PLANNING FACTORS

5.04.110 EXISTING OPEN SPACE INVENTORY

Colma is a small community recognized for its large expanses of memorial parks. The major components of the total open space resource in Colma (about 76% of the total land area) is land owned by cemeteries and used for memorial parks, agriculture or general open space. Other major resources that are recognized as open space are Colma Creek and the Cypress Hills Golf Course. An inventory of existing open space resources is compiled in Table OS-1. Location of open space resources is shown on the Open Space/Conservation Map.



The design of Colma Creek varies: box channel (top left), open with riparian edges (top right), open with unimproved edges (bottom left), and open with creekside trail and seating areas. In some areas the creek is culverted.

5.04.120 OPEN SPACE RESOURCES IN THE PLAN

5.04.121 Colma Creek

Special care and concern is given to the preservation and protection of Colma Creek at locations where the creek is open. Emphasis will be placed on the maintenance of riparian vegetation at key street crossings in particular, and maintaining the creek lining to mitigate erosion and flooding. This may involve some public participation. New buildings will be required to be set back from the top bank of the creek. Opportunities exist to take advantage of the open sections by adding vegetation, pedestrian walkways and sitting areas along the edge of the open channel.

5.04.122 Cemetery Lands

Cemetery lands that have been committed to cemetery will remain as such. Those lands that are undeveloped will be shown as open space on the plan. Lands that have been determined excess by cemeteries for their foreseeable future may be considered for alternate land use. Some of the cemetery owners have leased their lands for income, but have retained ownership so that the lands may be used for cemetery purposes in the distant future. Alternative uses that fit the Cemetery/Open Space, Agricultural designation will be encouraged. Changes to other General Plan and zoning designation will be discouraged unless a demonstrable public benefit is involved.

5.04.123 Hillside Landfill

The Hillside Landfill dump operated by CALCO is shown as an open space area. The extent of fill is shown on the Hazards Map in the Safety Element. This use has been allowed by special agreement between the landowner and the Town. New landfill operations will not be approved on other properties in the Town. The reclamation of this site is a private responsibility.

Cemetery land east of Hillside Boulevard leased for agriculture (above). The Cypress Hills Golf Course driving range is well used (left).

When the dump is closed, the end condition will consist of vegetated side slopes and a flat area at the top. A condition of the landfill agreement requires that the owner provide an expansion of the Cypress Hills Golf Course and a trailhead and parking for public access to the San Bruno Mountain State and County Park. Maintenance of the golf course will be private. It is expected that the trailhead and parking plus a pedestrian easement will be dedicated to the Town of Colma and would then be publicly maintained.

5.04.124 Golf Course

The Cypress Hills Golf Course is designated as open space for recreational purposes. It would be desirable for existing golf course activities to shift to filled land if the property owner intends to continue the golf course use. This would free up stable land for cemetery or alternative land use. Major stands of trees should be retained in any future reuse of the golf course property. The golf course is privately maintained.

TABLE OS-1
INVENTORY OF EXISTING OPEN SPACE LANDS

Existing Open Space in Colma	*Open Space for the Preservation of Natural Resources*	*Open Space for the Management of Natural Resources*	*Open Space for Outdoor Recreation*	*Open Space for Public Health and Safety*	*Privately Owned Land*	*Publicly Owned Land*	*Approximate Size*
Colma Creek – Open Area	X	X	X	X	X	X	2300 Linear Feet
Cemetery Lands Committed to Cemetery		X			X		678 Acres
Cemetery Lands: Agriculture	X	X			X		113 Acres
Cypress Hills Golf Course		X	X		X		76 Acres
Hillside Landfill Dump Site		X		X	X		29 Acres
Public Parks (See also Table OS-4)			X			X	0.50 Acres
Other Open Space		X				X	10.25 Acres

5.04.125 Agricultural Lands

Various agricultural uses exist in Colma. Most nursery and greenhouse operations are expected to continue into the foreseeable future. Open field flower and vegetable plots are commonly under lease from cemetery owners who are holding land that will, one day, be needed for gravesites. All of the agricultural land is privately maintained open space.

5.04.126 Vacant Sites

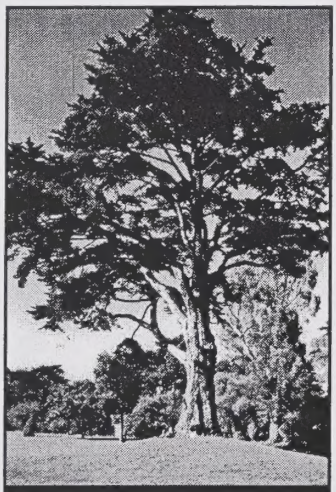
There are a number of vacant sites scattered throughout Colma. Many of these sites have land use designations for uses other than Open Space. These sites, which will be built upon ultimately, should not be confused with designated open space, which will remain free of urban development. For an inventory of vacant sites in Colma, refer to Exhibit LU-4 in the Land Use Element.

5.04.200 CONSERVATION

5.04.210 INFLUENCES OF NATURAL AND MANMADE FEATURES

5.04.211 Climate

Colma's climate is affected by marine influence. This local climate is dominated by the Pacific Ocean 98% of the time. Dominant westerly winds prevail throughout the summer with frequent fog. Winter months are usually very wet and cold. Ninety percent of the rain occurs between the months of November and April. Ground water resources are recharged at this time.



Monterey Cypress

The average rainfall varies between 20-25 inches per year. Temperatures range from lows in the 30's (degrees Fahrenheit) to highs approach-ing the 80's. Colma has a micro-climate of its own: it is lower in elevation from surrounding urban areas, is influenced by Colma Creek drainage, and is in the shadow of San Bruno Mountain.

Big Periwinkle

There is a heavy incidence of fog and wind throughout the summer months, which limits the range of plants that can be grown in the open. Special care and selection must be given when selecting landscape plants for Colma. A representative plant list has been developed as a basic guide for landscape selection.

TABLE OS-2
PLANT LIST FOR COLMA

TREES (15 GALLON)
Acacia longifolia (numerous varieties)
Aesculus carnea/Red Horsechestnut *
Agonis flexuosa/Peppermint tree
Alnus cordata/Italian Alder
Casuarina stricta/Coast Beefwood *
Cedrus Atlantica/Atlas Cedar
Cedrus deodara/Deodar Cedar
Cupressocyparis leylandii/Leyland Cypress
Cupressus macrocarpa/Monterey Cypress
Eucalyptus (numerous varieties available)
Ficus nitida/Indian Laurel Fig *
Melaleuca (several varieties)
Metrosideros excelsus/New Zealand Christmas Tree *
Pinus eldarica
Pinus haleponsis/Aleppo Pine
Pinus pinea/Italian Stone Pine
Pittosporum crassifolium
Pittosporum eugenioides
Pittosporum undulatum/Victorian Box
Pyrus calleryana/Flowering Pear *
Tilia cordata/Little Leaf Linden *
Tristania conferta/Brisbane Box
Tristania laurina *
** suitable for street trees*

SHRUBS (5 GALLON)
Abelia grandiflora/Glossy Abelia
Berberis darwinii/Darwin Barberry
Carissa grandiflora 'Tuttle'/Natal Plum
Ceanothus (numerous varieties available)
Cistus/Rockrose (several varieties)
Coleonema pulchrum/Pink Breath of Heaven
Dodonaea viscosa/Hop Bush
Elaeagnus pungens/Silverberry
Escallonia (numerous varieties available)
Euryops pectinatus/Margerite Daisy
Grevillea 'Noellii'/Grevillea
Hebe (numerous varieties available)
Leptospermum scoparium "Ruby Glow"/New Zealand Tea Tree
Myrica californica/Pacific Wax Myrtle
Phormium (many varieties)
Pittosporum tenuifolium
Pittosporum tobira/Tobira ('Variegata' and 'Wheelers Dwarf' varieties)
Plumbago capensis/Cape plumbago
Prunus laurocerasus 'Zabeliana'/Zabel Laurel
Raphiolepis indica (numerous varieties)

GROUNDCOVER / VINES
Drosanthemum floribundum/Rosea Ice Plant
Ficus pumila/Creeping Fig
Gazania
Hedera helix 'Baltica'/English Ivy
Hypericum calycinum/Aaron's Beard
Lampranthus spectabilis/Trailing Ice Plant
Trachelospermun jasminoides/Star Jasmine
Vinca minor/Dwarf Periwinkle

Note: Site specific microclimate conditions should be considered in the selection of plantings.

TABLE OS-3
SHOWY FLOWER SELECTIONS FOR COLMA

TYPE OF PLANT	FLOWERING SEASON	FLOWER COLOR
Trees:		
Acacia baileyana "purpurea"	Spring	Yellow
Aesculus carnea/Red Horsechestnut	Spring	Red/Pink
Cercis occidentalis/Western Redbud	February-March	Pink/Purple
Eucalyptus ficifolia/Red Flowered Gum	Summer	Orange/Red
Magnolia (many species available)	Spring/Summer	White/Pink
Robinia ambigua "Idahoensis" & "Purple Robe"	Spring	Magenta/ Purple
Shrubs:		
Abelia grandiflora	Summer/Fall	White/Pink
Abutilon hybridum/Chinese Lantern	Spring	Red/Yellow
Berberis darwinii/ Darwin's Barberry	Spring	Orange/ Yellow
Ceanothus/California Lilac*	Spring	White/Blue/ Purple
Escallonia laevis/Pink Escallonia	Summer	White/Pink
Fremontodendron californicum/Flannel Bush*	Spring	Yellow
Lavandula angustifolia/English Lavender	Summer	Purple
Lavatera assurgentiflora/Tree Mallow	Spring /Summer/Fall	Lavender
Plumbago auriculata/Cape Plumbago	Spring to December	Violet
Rhaphiolepis (many species available)	Spring	Red/Pink/ White
Tibouchina urvilleana/Princess Flower	Spring/Summer/ Fall	Lavender
Ground Covers:		
Ajuga/Carpet Bugle	Spring	Blue
Armeria maritima/Sea Thrift	All Year	Pink
Liriope muscari/Big Blue Lilly Turf	Summer	Blue/Purple
Vinca major/Big Periwinkle	Spring/Summer	Violet
Vinca minor/Dwarf Periwinkle	Spring/ Summer	Violet
Perennials:		
Matilija Poppy	Summer	White/Yellow
Agapanthus orientalis/Lily of the Nile	Summer	White/ Blue-purple
Chrysanthemum	Fall	Many colors available
Rudbeckiahirta/Daisies	Fall	Yellow/ Orange
Bulbs		
Endymion hispanicus/Spanish Bluebell	Spring	Blue/Purple
Galanthus (many species available)	Spring/Summer	Many colors available
Gladiolus (many species available)	Spring/Summer	Many colors available
Annuals		
Antirrhinum majus/Snapdragon	Winter	Pink/Red
Primula)/Primrose (many species available	Winter	Many colors available
Vines		
Hardenbergia violacea	Winter	Purple
Jasminum (many species available)	Summer	White
Solanum jasminoides/Potato Vine	All Year	White
Wisteria (many species available)	Summer	Blue/ White

* California natives

Tibouschina urvilleana

Liriope muscari

Rudbeckiahirta

Plumbago auriculata

5.04.212 Flooding

A continuing concern of Colma is the flooding that occurs along Colma Creek. The drainageway is approximately eight miles long, flowing heaviest during the rainy season from November through April. Even though the rainfall amount in Colma is not unusually high, the rainfall often occurs over a short period. As urbanization increases in the watershed, the potential for groundwater infiltration decreases. Consequent water runoff and the potential for flooding increases.

Flooding occurs in the south and north end of Town at El Camino Real and F Street, and on El Camino at the Mission Street Wye. Colma is not part of the Federal Emergency Management Agency (FEMA) flood mapping program. However, a locally-devised flood zone along Colma Creek is shown on the City's Zoning Map. An open space policy provides that on site runoff retention facilities be constructed as a part of each new development project in Colma. Adjoining communities are urged to follow this same practice when projects are considered that may influence the Colma Creek drainageway. An overall flood relief project, involving bypass culverts to be constructed along El Camino Real and Mission Road, is expected to be completed by the San Mateo County Flood District in conjunction with Caltrans and BART by the year 2000. The flood relief improvements are designed for the 50 year event.

5.04.213 Air Quality

Colma enjoys good air quality. The air quality is largely affected by climate and topography, as well as the amount and source of air pollutants in the area. The Town of Colma is part of the San Francisco Bay Air Basin defined by the State Air Resource Basin and is subject to administrative regulations of the Bay Area Quality Management District (BAQMD).

Regional air quality conditions are monitored continually and analyzed annually by the BAQMD. The nearest operating air quality monitoring station in the project vicinity is located in San Francisco. Government standards for carbon monoxide, ozone, nitrogen oxide and sulfur dioxide have not been exceeded in recent years.

The major sources of air pollution in Colma are vehicular traffic and natural gas and fuel oil combustion for space, water heating and cooking.

The influence of I-280 and local vehicular traffic have a constant effect on the air quality, but the prevailing northwesterly winds disperse the air pollutants.

The location of Colma west of San Bruno Mountain also has an effect on local air quality. The mountain protects Colma from the influences of pollutants along the U.S. 101 corridor. Upslope and downslope air movements on the west slopes of the mountain help disperse air pollutants along the I-280 corridor.

As future developments take place in Colma, it is anticipated that they will be similar in nature to what already exists. Industries that produce concentrated amounts of air pollution are not planned in Colma. As vehicular traffic increases in the Bay Area, Colma can mitigate the potential for pollutant concentrations by making timely circulation improvements to facilitate the flow of traffic along major thoroughfares.

5.04.214 Groundwater

Colma is within the Colma Creek watershed, which is part of the San Mateo Basin, a major groundwater basin. This watershed drains into the San Francisco Bay by way of Colma Creek.

Groundwater is an important water source in Colma with many of the cemeteries depending on groundwater for irrigation. The groundwater aquifer that these cemeteries depend on extends through South San Francisco and northern San Bruno. The trough is estimated to be two miles wide by nine miles long, lying between San Bruno Mountain and the Santa Cruz Mountains. Most of the wells tapping the aquifer are in the order of 200-600 feet deep and produce 100-600 gallons per minute. The mineral, chemical and physical constituents found in the groundwater generally fall below the California Domestic Water Quality maximum contaminant levels.

5.04.215 Public Water Supply

Although the local groundwater is an important water resource for irrigation purposes, Colma's potable source is supplied by the San Francisco Water Company through the Cal Water Service Company. The majority of this water is from the Hetch Hetchy Reservoir. This water supply is considered high quality because of its softness and low quantity of dissolved solids (TDS). The majority of the inorganic and organic compounds found in the water can be removed by standard methods of water treatment.

Based on the expected increase in population in the region, the demand for water is expected to increase moderately to the year 2000. Therefore, water conservation is becoming more essential. Colma imposes a very small demand on Hetch Hetchy resources. An important General Plan goal is to plan for a resident population in Colma not exceeding 1,500 by the year 2005.

5.04.216 Soil and Mineral Resources

Colma occupies a wide drainage basin centered on Colma Creek. The geologic formation of the area is known as the Colma formation. It consists of friable, well sorted, fine to medium grained sand and local gravel, sandy silt and clay. The formation is weakly to moderately consolidated and is well drained. An alluvial strip, consisting of unconsolidated permeable sand and gravel, exists along Colma Creek.

The State Division of Mines and Geology has not classified or designated any areas in Colma as containing regionally significant mineral resources. However, Colma sand is a well known construction resource. CALCO, operator of the Hillside Landfill, is presently reclaiming a historic sand pit from which material was mined for utility trench backfill. Any new proposal for mineral resource extraction in an open space district would require a General Plan amendment, a Zoning Code amendment, a Use Permit and an approved Reclamation Plan.

5.04.217 Vegetation

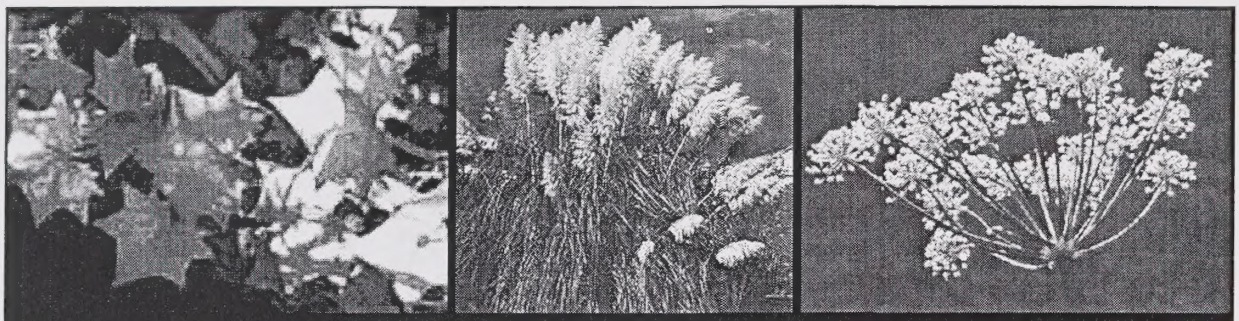
Colma's natural vegetative habitat is scrub, although some riparian areas would be expected along Colma Creek. Because of agricultural practices, memorial parks and urbanization, this habitat has been removed. The vegetative cover of Colma now consists primarily of introduced ornamental and native plant materials.

Attractive pedestrian path and sitting area along Colma Creek

5.04.217.1 Riparian Vegetation. Riparian vegetation, largely willow and alder, is limited to the banks along open section areas of Colma Creek. These areas are located behind the commercial district west of Mission Road, from the Cypress Lawn Cemetery offices to Collins Avenue west of City Hall, from Serramonte Boulevard north about 800 feet, and in front of Woodlawn and Greenlawn adjacent to El Camino Real. The remaining portions of the creek in Colma run through conduit.

The areas of Colma Creek that are open deserve recognition for their riparian and open space value. Riparian vegetation supports a variety of wildlife and enhances the natural setting of the Town. Sections of open creek at road crossings, in particular, should be preserved.

5.04.217.2 Biological Pollution from Pest Plants. Pest plants are non-native species that spread into surrounding ecosystems, displacing native plants. The pest plants do this either because they are more aggressive in their growth habits, because they put out more seed that lasts longer in the soil, or because there is nothing to eat them, compete with them, or disease them. This process can have profound effects on the native ecosystem: as native plants are killed off, the animals that depend on those



Some of the pest plants found in Colma (Left to Right): Cape Ivy, Pampas Grass, and Fennel. Although many pest plants can be quite attractive, utlimately they grow out of control and destroy native ecosystems.

plants also disappear. Often the invading pest plant is not a food source and may support no life, or worse, contain potent alkaloids that are toxic to native animals or fish.

Invading pest plants in Colma include German Ivy *(Senecio mikanioides)*, Cape Ivy *(Senecio angulatus)*, Pampas Grass *(Cortaderia jubata)*, Fennel *(Foeniculum)*, Scotch Broom *(Cytisus scoparius)*, and Gorse *(Ulex europaea)*. Property owners should eliminate any of these plants where they occur. Eradication can be quite difficult, however, since many of these plants break when pulled, and segments that fall to the ground will take root and grow again. Typically pest plants must be dug out and carefully disposed of, starting at the outer edge of the infestation. In some cases chemical control can be effective. Property owners should contact the Town Planning Department for information on eradication methods.

5.04.217.3 Tree Masses. The vegetation type that is most clearly recognized in Colma are the tree masses that exist throughout the Town. The majority of these trees were planted by the cemetery owners to act as buffers, windbreaks and for aesthetic purposes. They chose pine, cypress, acacia, and eucalyptus because of their availability and compatibility with Colma's microclimate. Many of these plantings have naturalized to Colma's environment. Tree masses are particularly prominent in the memorial parks in Colma.

Aesthetically, they play a major role in determining the charming picturesque quality of the Town. They also provide a support system for wildlife nesting and feeding purposes.

It is important to the Town of Colma to protect tree masses when possible. Consequently, the Town has adopted a tree cutting and removal ordinance. This ordinance has set up guidelines and regulations to protect both trees and views. When trees are removed they must be replaced with new trees that will grow to a similar size and form. Where appropriate, the Town seeks

Existing tree massing along El Camino Real plays a critical role in creating the "park-like" character of Colma.

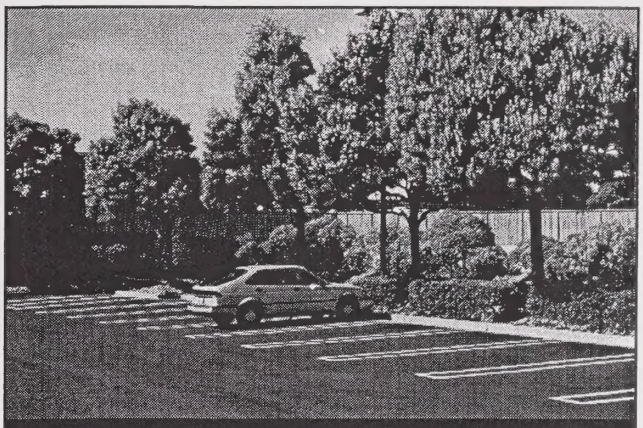
to have new trees planted that will achieve substantial height, and in groupings which will perpetuate the large massings associated with the Colma setting.

5.02.217.4 Street Trees. Street trees can improve Colma's image and provide a link between cemetery/open space and developed areas, especially where new development occurs. Street trees help define the boundaries of streets and can also act as a moderator to Colma's windy climate. Street trees are an important element of landscape plans and are required as a condition of private development. Street trees should be spaced 20-30 feet apart, depending on the mature size of the species selected.

5.04.217.5 Project Landscaping. Project landscaping has been required as a part of development projects that have taken place in Colma. Project landscaping results in designed and built open spaces within the commercial areas and along the scenic roadways of the Town.

Project landscaping plays an important role in linking existing open space areas. Landscaping tends to soften the effects of structures and thereby bring harmony and consistency to the urban design of Colma. Landscaping has been successful in softening architectural elements and buffering incompatible land uses. This is particularly important where the serenity of cemetery properties must be buffered from roads and urban land uses. Introduced landscaping is one of the principle devices that can be used to create scenic roadways and entry gateways. Scenic roadways accentuate the green expanses of the memorial parks. Entry gateways call attention to the Town boundaries and welcome visitors to Colma.

Colma's varied topography creates a variety of unique microclimate conditions that can vary throughout the Town. Special care should be taken to insure that plant species used in project landscaping are suitable to each site's specific microclimate. Sun, soil, and particularly wind conditions should be considered in the landscape design and plant selection.



This is an excellent example of Project Landscaping at the Metro Colma Movie Theater

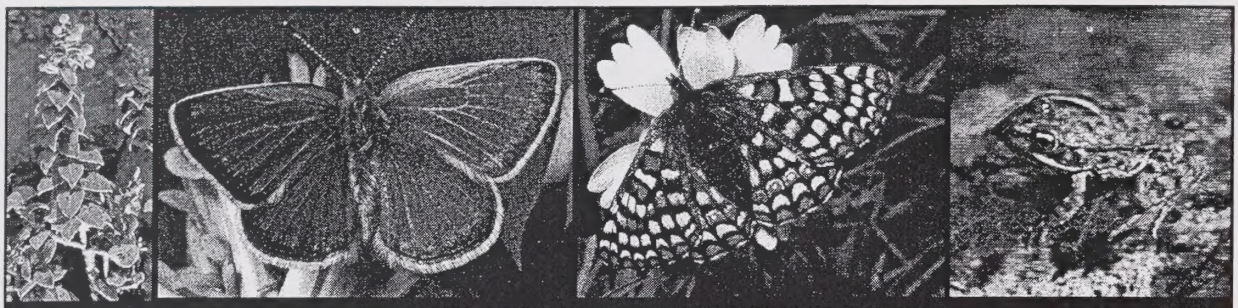
5.04.218 Wildlife Species

Colma has a diversified wildlife population consisting of small animals. The Bay Area is located along the Pacific Flyway, so migratory birds are attracted to the open spaces of San Bruno Mountain and to the memorial parks and cemetery irrigation ponds in Colma. It is not uncommon to view wild ducks and geese along with domestic fowl in the various cemetery lakes along El Camino Real in Colma. Other bird species seen in the area include vultures, hawks, owls and a variety of songbirds. Small animals common to the Colma area are snakes, lizards, gophers, squirrels, frogs, mice and rabbits.

5.04.219 Endangered, Threatened and Sensitive Species

Open space land in Colma is characterized as disturbed due to agricultural practices and normal cemetery landscape maintenance. No areas of undisturbed native habitat exist. However, there are areas adjacent to Colma where threatened and endangered species are found and there are areas within Colma where man-made environments may favor the presence of sensitive species.

Colma abuts San Bruno Mountain State and County Park, known for its colonies of federally-listed endangered butterflies. Both the Mission Blue and San Bruno Elfin butterflies are found on the mountain east and south of the Town limits. The mountain is also home to the Callipe Silverspot, a federally proposed endangered butterfly and the Bay Checkerspot, a federally-



Endangered and Threatened Species (Left to Right): San Bruno Mountain Manzanita, Mission Blue Butterfly, Bay Checkerspot Butterfly, and Red Legged Frog.

listed threatened butterfly. With regard to plant species, two subspecies of Manzanita found on the mountain, San Bruno Mountain Manzanita and Pacific Manzanita, are listed by the State of California as threatened. The California Native Plant Society has identified rare plant species on the mountain, including Coast Rock Cress, Franciscan Wallflower, San Francisco Campion and the sunflower-like Helianthela Castanea.

Colma's tall trees and tree masses are potential nesting sites for sensitive raptors protected by the Migratory Bird Treaty Act. A biological investigation should be done whenever tree removal would occur during nesting season (generally February through July) so that active nests can be protected. Ornamental ponds within some of Colma's cemeteries may be potential habitat for the federally listed threatened Red-legged frog. Conditions favoring this species include ponds at least two feet deep with moving water and borders of dense, shrubby or emergent riparian vegetation. Although the state and federally-listed endangered San Francisco garter snake seeks the Red-legged frog as a food source, there are currently no known populations of the snake in Colma. A biological investigation for presence of the frog should be done whenever development would alter a pond as described above. The garter snake may have once been found along Colma Creek when it was a natural creek, but the current culverted and gunited condition of the creek is not suitable habitat.

5.04.220 PUBLIC RECREATION AND COMMUNITY OPEN SPACE

5.04.221 Regional Recreation

Colma is located on the San Francisco Peninsula within close proximity to many outdoor recreational opportunities. San Bruno Mountain State and County Park borders Colma's eastern boundary. This park offers excellent hiking opportunities and outstanding views of San Francisco and the Central Bay Area. The San Francisco Bay and Pacific Ocean are easily accessible by car, and offer outstanding scenic and natural outdoor recreational opportunities. The Town will

TABLE OS-4
PUBLIC PARK FACILITIES

FACILITY	DESCRIPTION	ACREAGE
Sterling Park Community Center 427 F Street	multi-purpose meeting hall, basketball half-court, bocci ball court, children's play area, public bulletin board	0.33
Bark Park 427 D Street	dog exercise park	0.11
Lunch Park 680 Serramonte Boulevard	auto row employee picnic area: picnic tables and landscape	0.06
	TOTAL	**0.50**

support trail access at selected locations along the Town's eastern border.

5.04.222 Public Recreation and Community Meeting Facilities

Colma has acquired most of its resident population through annexations in the Sterling Park area at the north edge corner of Town. Residents have historically enjoyed park and recreational facilities provided by San Mateo County or Daly City. Until recently, available recreational facilities in Colma were limited to the privately owned and operated Cypress Hills Golf Course and Driving Range. It is anticipated that the owner will sell most, if not all, of the property to local cemeteries and the golf course and driving range use will be eliminated.

Beginning in the late 1980's, the Town began an active process of acquiring and improving public recreation properties in Colma. Publicly owned, improved recreation and community meeting facilities currently include the facilities listed in Table OS-4.

5.04.223 Future Park and Recreational Opportunities

Given the present population in Colma and the Town's potential for modest population increase, it is desirable to plan for additional local park and recreation areas for the future.

5.04.223.1 Expand Sterling Park Community Center. The Town should consider expanding the Sterling Park Community Center onto nearby vacant/underdeveloped sites. Additional amenities could include basketball or volleyball courts, or if area permits, a community swimming pool. If the expansion site is not immediately adjacent to the existing community center, the Town should investigate obtaining an easement to provide access between the sites.

5.04.223.2 Community Garden. The opportunity exists to improve an approximately 1.35 acre Town-owned property located across Colma creek from the Town-owned Senior Housing complex to create a community garden and sitting area. A footbridge should be constructed across the creek to provide access for pedestrians and maintenance vehicles. The community garden should be informal in nature, with meandering pathways, clustered trees, and small seating areas and an area for gardening.

Sterling Park Community Center, built 1998

5.04.223.3 Historical Park. The Town should acquire approximately 0.50 acres for a picnic park in combination with a permanent home for the historic Colma Train Station, which was acquired by the Town when the station building was displaced by the BART extension to Colma. It is anticipated that the Train Station will be refurbished and additional building space constructed to house the Colma Historical Association museum and offices. A vintage caboose or railcar may also be acquired for the park as part of the historic train station theme.

5.04.223.4 Community Playfields. Consideration should be given to acquisition of land for an outdoor playfield. An area of 2.5 acres would be large enough to accommodate a multi-purpose community playfield.

5.04.223.5 Pedestrian Trails and Walkways. The Town should encourage the provision of pedestrian trails and walkways where opportunities arise. A trailhead providing access to San Bruno Mountain Park from Hillside Boulevard should be required as part of the Hillside Landfill reclamation. Walkways along the open sections of Colma Creek should be encouraged to provide access and enjoyment. A pedestrian path should be considered along the San Francisco Water Company right-of-way between Serramonte Boulevard and Collins Avenue. Furthermore, the Town should maintain its sidewalk policy, which requires new development projects to provide sidewalks as a condition of the Use Permit.

5.04.223.6 Bicycle Trails. For information on bicycle trails, refer to Section 5.03.400 of the Circulation Element.

5.04.300 OPEN SPACE AND CONSERVATION POLICIES & IMPLEMENTATION MEASURES

The Open Space and Conservation policies are set forth as a guide to help decision making with regard to open space and conservation in Colma. The following tables outline the policies and the programs necessary for implementation.

5.04.310 WATER AND AIR RESOURCES

REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.04.311	The City should encourage use of water-saving plumbing fixtures in new construction.	The Building Department will review plans and specifications for new construction for water-saving plumbing fixtures.	
5.04.312	The City should encourage but not mandate the use of drought-tolerant plants in project landscape schemes.	The City Planner will review landscape and irrigation plans for new developments to assure that landscape practices are in keeping with the Town's Water Efficient Landscape Ordinance.	
5.04.313	Surface and roof runoff from large scale projects (over 5 acres) should be channeled to detention ponds to facilitate groundwater recharge and to mitigate flooding of Colma Creek.	The City Planner and City Engineer will recommend project specific conditions of approval requiring detention ponds on large scale projects.	
5.04.314	Colma should make timely improvements to facilitate the flow of vehicular traffic along major thoroughfares to protect air quality and minimize concentrations of carbon monoxide.	The City Engineer will maintain an active Capital Improvement Project (CIP) list to improve the flow of vehicular traffic along major thoroughfares to protect air quality and minimize concentrations of carbon monoxide.	
5.04.315	The Town should support the use of public/mass transit by encouraging pedestrian-friendly street design and mixed-use development near transit hubs.	The City Planner will review project plans and make recommendations consistent with this policy.	
5.04.316	The Town should minimize the water supply and beneficial use impacts of new development and construction activities to the maximum extent possible.	The plan review and permitting process in the Town should be used to incorporate stormwater quality control, Best Management Practices and minimize increases of impervious cover.	

5.04.320 COLMA CREEK

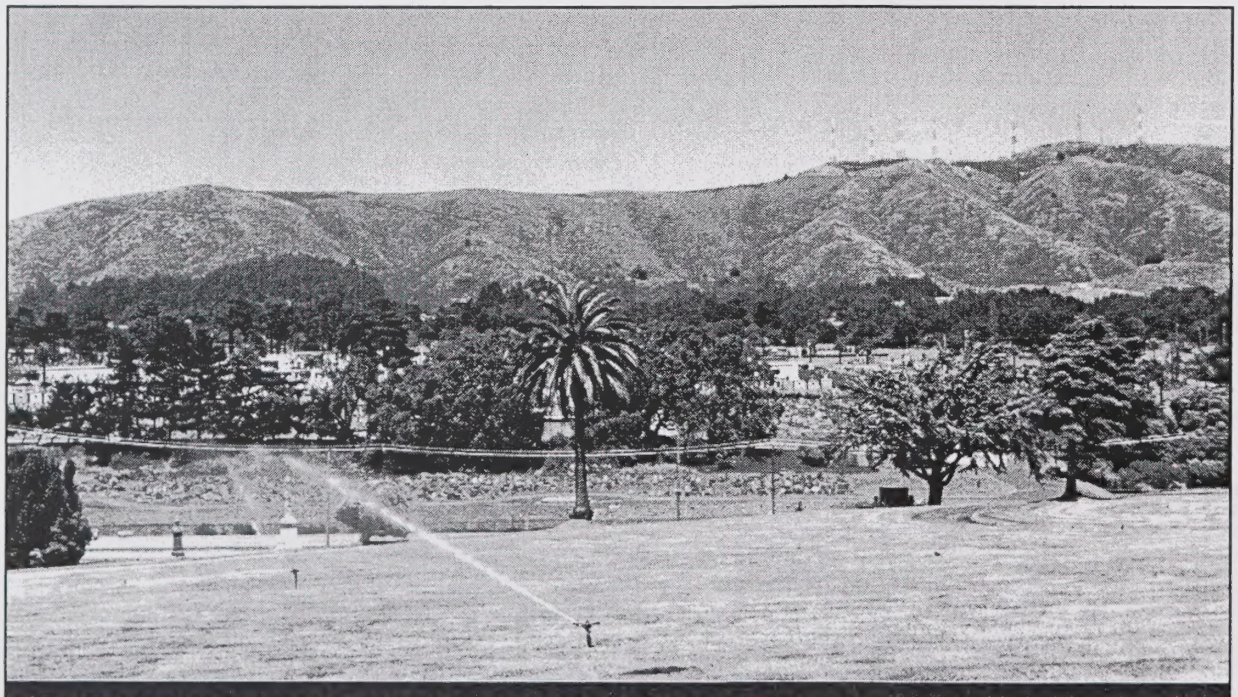
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES
5.04.321	Remaining open areas of Colma Creek should be protected and enhanced for riparian habitat and aesthetic value. This includes the creek bed and a setback on each side extending back 15 feet from the top bank. Particular emphasis shall be given to creek crossings at Serramonte Boulevard, Collins Avenue and El Camino Real.	The City Planner will review project plans and make recommendations consistent with this policy. In addition, the Town may also look for ways to improve creek habitat independent of a private development application.	Land Use 5.02.316
5.04.322	Open sections of Colma Creek should be enhanced where appropriate by adding landscaping, pathways and sitting areas along the banks.	The City Planner will review project plans and make recommendations consistent with this policy. In addition, the Town may also look for ways to improve creek aesthetics and use independent of a private development application.	Land Use 5.02.316

5.04.330 VEGETATION AND PROJECT LANDSCAPING			
REFERENCE NUMBER	**POLICY**	**IMPLEMENTATION MEASURE**	**CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS**
5.04.331	Significant tree masses and other vegetative cover, as indicated on the Open Space Map (Exhibit OS-1), should be recognized as natural resources to be managed and preserved. Tree removal, if necessary, should follow the guidelines of the Tree Ordinance. Any vegetation removed as part of a development process should be subject to a landscaping replacement. As a general rule, a one-for-one replacement should be required.	The City Planner will review requests to remove existing trees under the Tree Ordinance. Applications will be denied or approved based on circumstances, tree condition, or merit with appropriate replacement landscaping.	
5.04.332	The Town should encourage use of the representative plant list and landscape criteria set forth in Tables OS-2 and OS-3.	The City Planner will make the list available to property owner and/or applicants who wish to improve or install landscaping. Additional plant choices will be considered based on appropriate use and climate/soil considerations.	
5.04.333	Street trees should be planted along Colma's street system. Trees should be selected from a plant list approved by the City Council in order to create a unifying theme. Trees should be planted as a requirement of private development, with spacing 20-30 feet apart.	The City Planner will make specific street tree recommendations during the design review process.	Circulation 5.03.732 Open Space/ Conservation 5.04.367
5.04.334	The Town should encourage property owners to eliminate invasive plants wherever they occur.	Town staff will request property owners to remove invasive plants. The Planning Department can provide information on eradication methods.	

5.04.340 FLOODING			
REFERENCE NUMBER	**POLICY**	**IMPLEMENTATION MEASURE**	**CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS**
5.04.341	On-site storm water detention facilities should be constructed for new developments (over ½ acre) which contribute runoff to Colma Creek to store the difference in runoff between the 10-year predevelopment storm (original natural state) and the 100-year post development storm, with stormwater released at the 10-year predevelopment rate. Property owners should be required to enter into agreements for maintenance.	Recommended conditions of approval will be made consistent with this policy. This policy will be implemented by the Building and Engineering Departments at the time of building permit review.	Safety 5.07.423

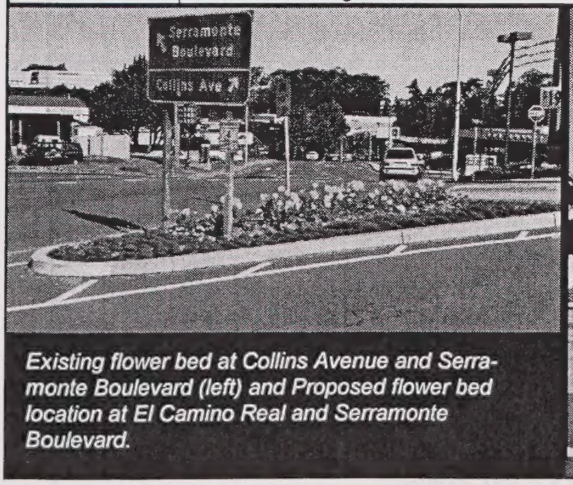
5.04.350 MEMORIAL PARKS			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.04.351	The City should encourage the preservation, care and maintenance of memorial parks and cemeteries.	The City Council, City Manager and City Planner will continue to monitor and work with cemetery operators to implement this policy.	Land Use 5.02.311
5.04.352	Uncommitted cemetery lands should be encouraged to be used for agricultural purposes. Industrial uses should be prohibited. Conversion of uncommitted cemetery lands to commercial or residential uses should be discouraged unless there is a demonstrated public need for such change.	The City Planner will make recommendations on development applications consistent with this policy, the adopted zoning, and General Plan.	
5.04.353 ✓	The Pauper's Field known as the Sunset Cemetery should be designated on the Open Space Map and protected against damage or misuse. The Town should not approve any permits for grading or development that could adversely affect the site. Any development within 250 feet of the north edge of the pauper's field should be required to conduct an archeological survey to determine if burials related to the Pauper's Field exist.	The City Planner and Police Department will monitor activity to protect against misuse. The City Planner will make recommendations on development applications consistent with this policy.	

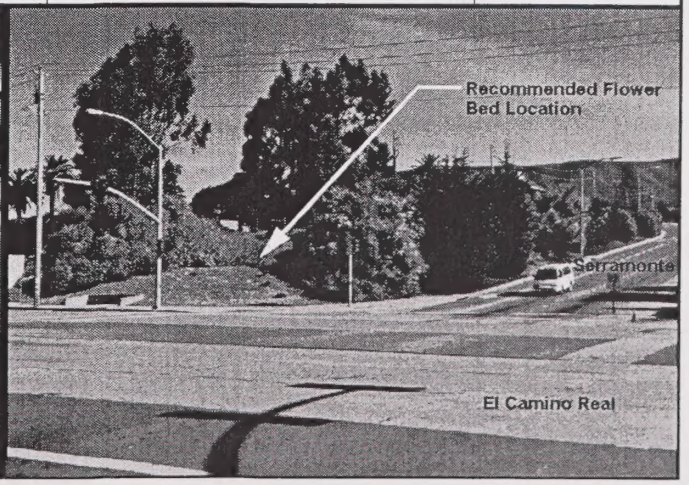
✓ Special specific policy, as indicated on Exhibit OS-1



The City should encourage the preservation, care and maintenance of memorial parks.

5.04.360 TOWN IDENTITY			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.04.361	The Town should maintain a visual and physical distinction from its surrounding cities.	The City Planner will make recommendations on development applications, signage applications, public improvements, applications for exterior building modifications and landscape plans consistent with adopted General Plan and zoning provisions. A Spanish-Mediterranean architectural theme, emphasis on flowering plants and gateway elements will strengthen this distinction.	
5.04.362	A Spanish-Mediterranean architectural theme should be utilized for new buildings and major remodeling projects unless an established architectural theme of merit exists.	The City Planner will only approve or make a recommendation to approve plans that are constant with this policy.	
5.04.363	El Camino Real should be maintained as a greenbelt with wide, landscaped setbacks. The Town should develop a street tree program to enhance the greenbelt theme.	The City Planner and City Engineer will develop a street tree program for approval and funding by the Town Council.	
5.04.364	The Town should promote the image of Colma as a flower town by encouraging the continuation of flower growing in agricultural areas, by requiring the use of flowering trees, shrubs and groundcover in project landscaping and by installing seasonal flowers on publicly-owned properties.	The City Planner will make recommendations or implement this policy for new developments, landscape changes or public improvements.	
5.04.365	The Town should promote the design and installation of special landscape features at principal entrances to Town.	The City Planner will make recommendations to implement this policy.	
5.04.366	The Town should promote a civic art program.	The City Planner will make recommendations to implement this policy for larger development projects and public projects and spaces.	
5.04.367	A consistent street beautification strategy should be incorporated into future roadway improvements to establish a unique and identifiable aesthetic throughout the Town.	The City Planner and City Engineer will develop a street design program for approval and funding by the Town Council.	





Existing flower bed at Collins Avenue and Serramonte Boulevard (left) and Proposed flower bed location at El Camino Real and Serramonte Boulevard.

5.04.370 CYPRESS HILLS PROPERTY			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.04.371	Future use of the Cypress Hills property other than for park, cemetery or golf course use should be considered only in conjunction with an overall Master Plan.	The City Planner will advise prospective developers of this requirement and make recommendations consistent with this policy.	
5.04.372	The Town should require reclamation of the Hillside Landfill. Reclamation shall include the expansion of the Cypress Hills Golf Course within the Town boundaries, development of a passive use area within the County area of jurisdiction and development of a trailhead parking area within the Town to provide access to San Bruno Mountain Park from Hillside Boulevard.	The City Planner will work with operator and other agencies to implement this policy, with Town Council approval of the final reclamation plan.	
5.04.373	The Town should not approve any new landfill operations in Colma.	The City Planner will make recommendations consistent with this policy to the Town Council.	

5.04.380 THREATENED AND ENDANGERED SPECIES			
REFERENCE NUMBER	POLICY/GOAL	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.04.381	New developments on properties having open creeks and ponds should be subject to an investigation of the presence of the threatened Red-legged frog and the endangered San Francisco garter snake.	The City Planner, through the Environmental Review process, will ensure that this policy is met.	
5.04.382	Tree removal requests should be subject to an investigation of the presence of active raptor nests.	The City Planner, through the Environmental Review process, will ensure that this policy is met.	

5.04.390 PUBLIC PARKS AND RECREATION			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES
5.04.391	The City should endeavor to increase public park and recreation opportunities in Colma, such as an expansion of the Sterling Park Community Center, a community garden at the Senior Housing Complex, a historical park, and a community playfield.	The City Planner, City Manager and City Council will continue to look for opportunities to implement this policy.	Historic Resources 5.08.232
5.04.392	To promote the creation of a trail and pathway network, the City Council should condition the approval of permits for all site and building improvement projects, where such projects involve the public street frontage, to require the installation of a public sidewalk, if one does not already exist, within the public right-of-way fronting the affected property. Sidewalks should be minimum 5 feet wide (4'6" walkway and 6" curb).	The City Planner and City Engineer will make recommendations consistent with this policy to the City Council.	Land Use 5.02.353 Circulation 5.03.722
5.04.393	The Town should work with the San Francisco Water Company to see what landscaping and pedestrian improvements are possible on the Water Company right-of-way between Serramonte Boulevard and Collins Avenue.	Landscaping for portions of the easement are included in the Town's 1998/99-2002/03 Capital Improvement Program. The City Planner will make recommendations consistent with this policy to the City Council.	Circulation 5.03.742

5.04.400 OPEN SPACE AND CONSERVATION ACTION PROGRAMS

5.04.410 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRON MENTAL REVIEW PROCEDURES (EXISTING)

Private and public land use proposals undergo an Initial Study to determine if environmental impacts will result. A determination is made as to whether a Negative Declaration is appropriate or an Environmental Impact Report (EIR) is required. Public input is collected and a decision is made regarding completeness and accuracy of the report before a project is approved or denied.

5.04.411 Responsibilities

City Planner
Prepares Initial Study; coordinates the review process.

Department Heads
Comment on environmental reports.

Interested Citizens
Provide input regarding report adequacy.

City Council
Decision making body; certifies report.

5.04.420 ZONING ORDINANCE (EXISTING)

This ordinance sets forth the minimum spatial, intensity and performance requirements for each type of land use consistent with the broader goals and policies of the General Plan. The permit procedure for development projects is embodied in this ordinance. Conditions of permit approval are routinely imposed to mitigate potential environmental impacts and to carry out General Plan policies. Specification to Open Space and Conservation is the authority to preserve important vegetation, protect sensitive habitat and set aside needed park and recreation facilities as part of the permit approval process.

5.04.421 Responsibilities

City Planner
Evaluation of project per standards; coordinates the review process; prepares amendments.

Department Heads
Comment on development proposals, suggest conditions of project approval; comments on amendments.

Interested Citizens
Provide input regarding suitability of specific uses at specific locations.

City Council
Decision making body; approves ordinance amendments; approves or denies proposed projects, with or without conditions, based on findings set forth in the Ordinance.

5.04.430 SUBDIVISION ORDINANCE (EXISTING, AMENDMENT RECOMMENDED)

This ordinance sets forth minimum standards for land division, access and utility service consistent with the General Plan and Zoning Ordinance. It allows the authority to collect development fees to offset public costs of certain public utilities, facilities and services. Consideration should be given to adopting a park and recreation fee to be levied against new residential development.

4.431 Responsibilities

City Planner
Reviews tentative and final subdivision maps; coordinates the review process; prepares amendments.

Department Heads
Comment on development proposals; suggest condition of approval; comments on amendments.

Interested Citizens
Provide input regarding suitability of project.

City Council
Decision making body; approves amendments; approves or denies subdivision with or without conditions based on findings set forth in the Ordinance.

5.04.440 TREE REMOVAL ORDINANCE (EXISTING)

The Tree Removal Ordinance was enacted to prohibit the removal of trees without a permit to do so. This Ordinance recognizes that removal of certain trees can destroy the natural beauty of some areas, contribute to erosion and increase the cost of maintaining drainage systems, reduce protection against wind, and impair residential privacy and quiet. It is designed to protect the character and beauty of the Town as well as to promote public health, safety and welfare.

5.04.441 Responsibilities

City Planner
Inspect the site and trees to be removed; coordinate the review process.

Department Heads
Comment on tree removal; suggest conditions of granting removal permits.

Interested Citizens
Provide input regarding effects of tree removal.

City Council
Decision making body; approves or denies tree removal with, or without conditions based on findings set forth in the ordinance.

5.04.450 GRADING ORDINANCE (EXISTING)

4.451 Responsibilities

City Engineer
Inspects the site and coordinates the review process. Refers proposals to City Planner for CEQA review. Decision making body; issues permits with or without conditions following final CEQA action.

Department Heads
Comment on grading proposals when requested by City Engineer.

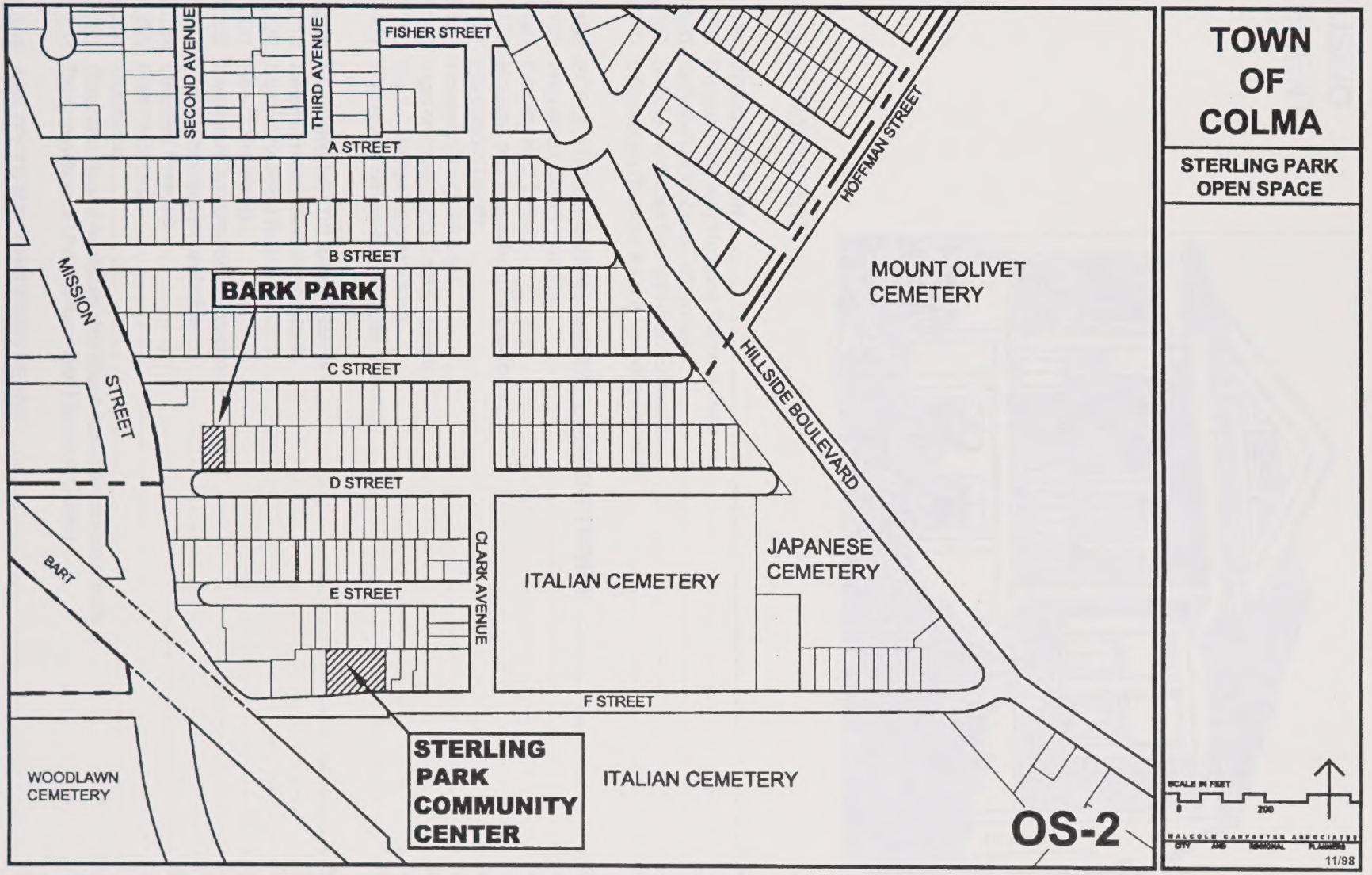
City Council
Acts on CEQA documents when applicable.

5.04.460 FUTURE PARK AND RECREATIONAL OPPORTUNITIES (PROPOSED)

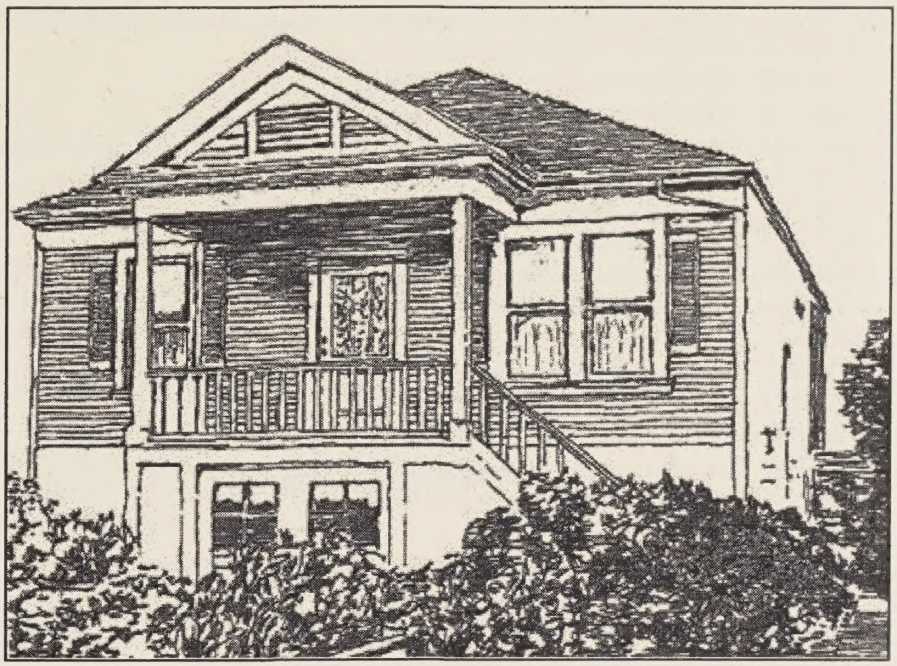
Opportunities for establishing these facilities are discussed in Section 5.04.223. The City Council and City Staff should determine specific needs, acquire sites where needed and coordinate the design and implementation of facilities.

TOWN OF COLMA
GENERAL PLAN
OPEN SPACE / CONSERVATION
DEVELOPED CEMETERY
CEMETERY RELATED
TEMPORARY AGRICULTURE OR VACANT OPEN SPACE (1)
RECREATION
LANDFILL
MAJOR TREE MASSES
OPEN DRAINAGE COURSES
SPECIAL FEATURES
GATEWAY ELEMENTS
TRAIL ACCESS TO SAN BRUNO MOUNTAIN PARK
(1) These sites are designated as Cemetery/Open Space in the Land Use Element. They should not be confused with vacant development parcels, which will ultimately be developed into uses other than Open Space. Refer to Exhibit LU-5 "Inventory of Vacant and Redevelopable Sites" for information on vacant sites
SCALE IN FEET
0 400 800 1200
NORTH
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
6/99
OS-1
DALY CITY
SAN BRUNO MOUNTAIN
COLMA GATEWAY
OPEN CREEK
ORNAMENTAL POND
DUCK POND
BART RIGHT-OF-WAY
TREE MASSES DISTURBED BY BART CONSTRUCTION TO BE RE-ESTABLISHED UPON PROJECT COMPLETION
BART STATION
S. S. F.

NOTES:


TOWN OF COLMA
STERLING PARK OPEN SPACE
SECOND AVENUE
THIRD AVENUE
FISHER STREET
A STREET
B STREET
C STREET
D STREET
E STREET
F STREET
MISSION STREET
BARK PARK
HOFFMAN STREET
HILLSIDE BOULEVARD
MOUNT OLIVET CEMETERY
CLARK AVENUE
ITALIAN CEMETERY
JAPANESE CEMETERY
BART
WOODLAWN CEMETERY
STERLING PARK COMMUNITY CENTER
ITALIAN CEMETERY
OS-2
SCALE IN FEET
0
200
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
11/98

HOUSING ELEMENT



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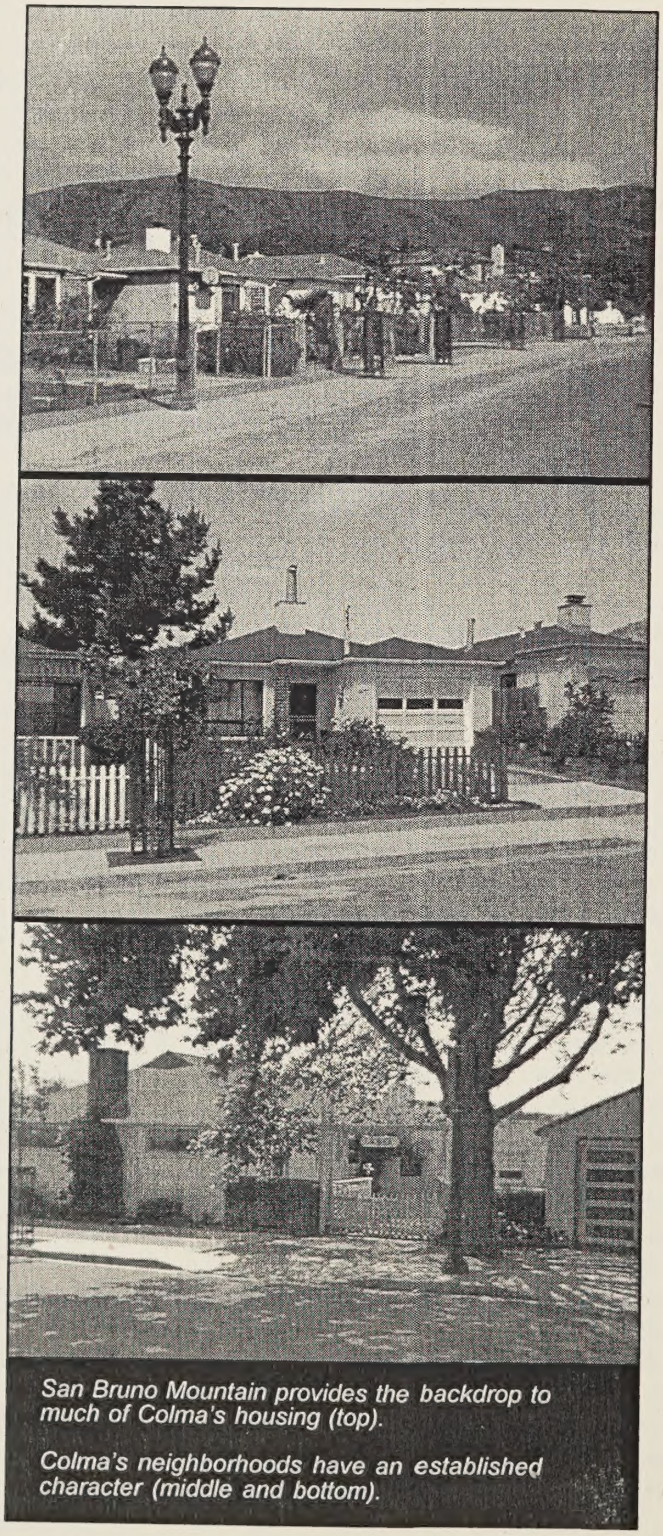
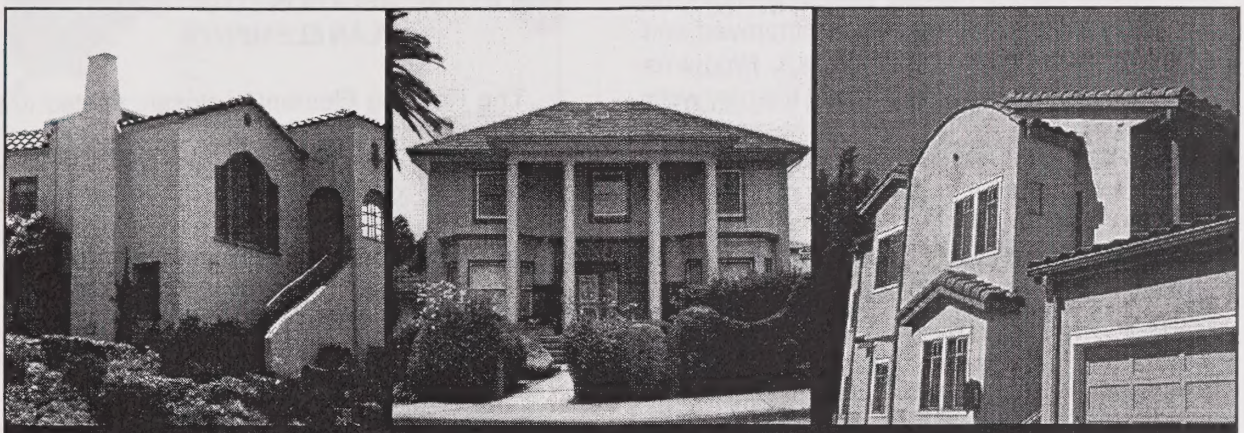


San Bruno Mountain provides the backdrop to much of Colma's housing (top).

Colma's neighborhoods have an established character (middle and bottom).



A range of housing in Colma

HOUSING ELEMENT

5.05.000 INTRODUCTION

5.05.010 PURPOSE AND KEY HOUSING ELEMENT DATA

This Housing Element is intended to update the 1999 Colma Housing Element. The State of California requires housing elements to be updated at regularly designated time periods or when a city makes a change in its policies, zoning and land use designations. California state law mandates that all cities in the San Francisco Bay Area must submit an adopted housing element by the end of 2001 with the new housing need assessment numbers from ABAG and the data available from the 2000 Census. To meet this requirement, the 1999 Housing Element policies were reviewed, projected housing needs of all economic segments of Colma evaluated, and new policies and programs aimed at the preservation, improvement and promotion of housing have been developed.

The contents of this update include an analysis of housing needs, statements of goals and policies, a schedule of programs and actions and

TABLE H-1
KEY HOUSING ELEMENT DATA

DEFINITION	DATA	LOCATION IN TEXT
Population and Households		
Population – Total Persons (2000 Census)	1,191	Sections 5.05.040; 5.05.110; 5.05.711; Tables H-1; A-1; A-2
Total Number of Housing Units (Census 2000)	342	Sections 5.05.040; 5.05.132; 5.05.731; Tables H-1; H-6; A-11; A-12
Additional Housing Units Needed between January 1, 1999 and June 30, 2006 (ABAG Regional Housing Needs Determination, adopted 2001)	74	Sections 5.05.210; 5.05.313; 5.05.420; 5.05.500; & 5.05.510; Tables H-1; H-7; H-12
Persons/Household (Census 2000)	3.47	Section 5.05.131; 5.05.731; Table H-1
Income		
Median Household Income (Calif. Dept. of Housing and Community Development, 2001 – San Mateo County)	$80,100	Sections 5.05.131; 5.05.140; 5.05.736 Tables H-6; A-19
Income Distribution (ABAG, Regional Housing Needs Determination, adopted April 2001)	Percentage in each category	Sections 5.05.020; 5.05.140; 5.05.331; 5.05.411; 5.05.413; 5.05.430 Tables H-6; H-11; H-12
Very Low	22.8	
Low	10.7	
Moderate	28.3	
Above Moderate	38.2	
Potential New Housing Sites/Affordability	144	Sections 5.05.210; 5.05.313; 5.05.411; 5.05.421-.422; 5.05.428; 5.05.430; 5.05.500; 5.05.510 Tables H-7; H-8; H-11; H-12 Exhibits H-1; H-2 Programs 1.1; 2.1; 2.2; 2.4; 2.6; 3.1; 4.1; 5.5 (listed in Section 5.05.500)
Sterling Park - Single Family units/market rate	18	
Colma BART/ECR - Higher density units /some affordable	20	
Bocci Monument/Mission St. – Higher density units/some affordable	12	
Hoffman Street - Higher density units/some affordable	18	
SSF BART/Mission Rd. - Higher density units/some affordable	76	

an estimate of the number of housing units the Town expects to be developed, improved and maintained in the local housing stock. Programs and policies in the existing Housing Element were evaluated and modified, where necessary, to reflect changing market conditions and policy priorities. Key data in the Housing Element is summarized on Table H-1.

5.05.020 DEFINITION OF INCOME CATEGORIES

Since the determination of housing need is often discussed in terms of income categories, the 2001 household income categories prepared by the California Housing and Community Development (HCD) Department and the U.S. Department of Housing and Urban Development (HUD) have been used in this element. The income categories are based on the 1990 Census and are adjusted for family size and local fair market rents as determined by HUD.

The income distribution categories are used to assign what portion of future housing units are made available to each income group as shown on Tables H-7, H-11 and H-12. The income categories for Colma are based on proportions of San Mateo County's 2001 median family income of $80,100 as summarized below, and indicated by household size in Table H-2:

Very Low Income	Below 50% of Median
Low Income	50-80% of Median
Median Income	100% of Median
Moderate Income	80-120% of Median
Above Moderate Income	Above 120% of Median

5.05.030 RELATION TO OTHER GENERAL PLAN ELEMENTS

The Housing Element is closely related to the Land Use, Open Space and Circulation Elements. In the Housing Element, residential land use is translated into types of household units to be accommodated in the future. Lands that are designated for residential use are identified in the Land Use Element; the location, site area and terrain suitable for housing is related to both open space and land use; and the capability of serving residential neighborhoods by an efficient circulation system is discussed in the Circulation Element.

5.05.040 INFORMATION SOURCES FOR THE HOUSING ELEMENT

Data from the 2000 and 1990 Census formed the basis of the 2001 update of the Housing Element. When this update was prepared, the only data available from the 2000 Census was total population, race and a general profile of the Town, including: housing units, vacancy rates, ownership versus rental housing, age data, and number of persons per household. Therefore, most of the population and housing characteristics data in this element was based on the 1990 Census, and when possible, updated information was collected from other sources. The 1990 Census data for Colma had some errors regarding the total population and housing unit types. These errors are explained in Appendix B, as an excerpt from the 1999 Housing Element.

Since Colma is a very small community,

TABLE H-2
SAN MATEO COUNTY INCOME LIMITS BY HOUSEHOLD SIZE – JANUARY 2001

Income Category	Number of Persons in Family							
	1	2	3	4	5	6	7	8
Very Low	$29,750	$34,000	$38,250	$42,500	$45,900	$49,300	$52,700	$56,100
Low	47,600	54,400	61,200	68,000	73,450	78,900	84,300	89,750
Median	56,050	64,100	72,100	80,100	86,500	92,900	99,300	105,750
Moderate	67,250	76,900	86,500	96,100	103,800	111,500	119,150	126,850

Source: HUD & HCD, San Mateo County Income Limits, 2001. For the purpose of comparison, the 4-person family was used when appropriate in this Housing Element.

Historic Mission Road Homes.

population of 1,191, a very detailed analysis of population characteristics is not possible without jeopardizing confidentiality. Consequently, this data was withheld from publication in the census tables to avoid disclosing confidential information about the population. Census data from 2000 and 1990 was supplemented with information collected from numerous sources such as the California Department of Housing and Community Development (HCD), California Department of Finance (DOF), Association of Bay Area Governments (ABAG) and self-conducted Town Housing Surveys. Confidential information from these surveys was excluded from the Housing Element. Where possible, key indicators such as income estimates, housing prices and rents have been updated using the best available information from the DOF, the U.S. Department of Housing and Urban Development, local and state realtor associations, publications by the ABAG, and other sources.

5.05.100 POPULATION, HOUSING, AND EMPLOYMENT TRENDS

The 1999 Housing Element contained background information on population and employment characteristics, including historic population growth, age and income characteristics, and the condition of the housing stock. A majority of this information was obtained from the 1990 Census. The 2001 Housing Element has been updated using the total population, race and the general profile data from the 2000 Census, the 1990 Census and other sources. This background data is included as Appendix A (Section 5.05.700) of this document.

5.05.110 POPULATION CHARACTERISTICS

Historically, the population of Colma has fluctuated above and below the initial 500 person level that was established in 1924 when the Town was incorporated. The total population in the 2000 Census for Colma was 1,191.

According to the DOF, the population of Colma increased by 88 people in the last decade, a growth rate of 8.0 percent. For purposes of comparison, the ABAG publication *Projections 2000* indicated that the Town population grew at a rate of 21.9 percent between 1990 and 2000. ABAG estimates that Colma's population will grow 8.0 percent between 2000 and 2005, to 1,130 persons. However, by using the 2000 Census population figure of 1,191, and DOF's estimated growth rate of 8.0 percent, the revised year 2005 projected population for Colma is 1,285 persons.

In 2000, approximately 24.7 percent of the population consisted of children under 18 years old, while in 1990 the children under 18 population was about 28 percent. In 2000, approximately 59.8 percent of the population was between the ages of 18 and 64, and 3.3 percent was over age 64. Colma's population over the age of 18 has increased 15 percent in the last decade. It can be expected that the percentage of persons in Colma over age 64 will continue to increase as California's population is aging rapidly. It is reported that by 2030 one out of every three people in California will be over the age of 50. This huge increase in the older population is due to the aging of the baby-boomer population and to a lower mortality rate. In 1990, disabled persons made up approximately 5 percent of the population and were located primarily in the Sterling Park neighborhood. There were forty-six households in Town which would be classified as large households having five or more members. In 2000, the number of female-headed households dropped to 39 units or 11.4 percent, which is down from 15.9 percent, or 50 households in 1990.

The social profile of Colma residents presented in the 2000 Census reveals continued growth of ethnic diversity. The 2000 Census identified the population's race with new classifications; such as those who are one race and those who are

two or more races. In Colma, 93.2 percent of the population was of one race and the remaining 6.8 percent was of two or more races, as compared to the County, which had only 3.9 percent of the population as two or more races.

Colma residents who identified themselves as being of one race in the 2000 Census revealed that 48.4 percent of the population was White, 23.7 percent was Asian, 0.3 percent was Native Hawaiian and other Pacific Islander, 1.4 percent was Black or African American, 19.5 percent was some other race (most respondents were Hispanic), 0 percent was American Indian, and 6.8 percent were of two or more races.* About forty-four percent of Colma residents described themselves as Hispanic or Latino, of any race.** Colma's multi-ethnic population reflects a regional trend which is expected to continue. The number of Colma residents who indicated their multiple races on the 2000 Census are shown in the Appendix, Table A-5A.

*Note: The 2000 Census numbers for Colma's total population by race adds to a total of 100.1%, which is simply due to "rounding" of numbers.

**The Census uses the term "Hispanic or Latino" to indicate a self-described ethnicity, rather than a race. People were put into this category if they indicated that they were: Mexican, Mexican American, Chicano, Puerto Rican, Cuban, or "Other Spanish/Hispanic/Latino".

5.05.120 EMPLOYMENT TRENDS

The 1990 Census reported that Colma residents were employed primarily in manufacturing, retail and professional, and service jobs. ABAG *Projections 2000* reported that Colma residents were primarily employed in retail and "other jobs" and to a lesser extent in manufacturing, wholesale and service jobs. Employment locations, as shown in the 1990 Census, were predominantly in San Francisco and San Mateo Counties. In 1990, the labor force consisted of 52 percent men and 48 percent women, with unemployment at 2.3 percent for men and 2.5 percent for women. This compared well with the 1990 County unemployment rate, which averaged 4.2 percent. In March 2001, the unemployment rate in San Mateo County dropped to 1.7 percent.

Since 1980, the Town has encouraged regional commercial facilities to develop in the core commercial area centered along Serramonte Boulevard, Junipero Serra Boulevard and Colma Boulevard. These facilities have provided employment opportunities, goods and services benefitting the surrounding region. The Town will continue to promote infill of this commercial core area and anticipates that local employment opportunities will increase with further commercial development. Table H-3 shows the estimated increases in employment for Colma residents as published in ABAG's *Projections 2000.*

TABLE H-3
EMPLOYMENT PROJECTIONS FOR COLMA (1980-2020)

Year	Total Jobs (Employed Residents at Place of Work)	Incremental Growth
1980	926	
1985	990	+ 64
1990	1,140	+150
1995	1,290	+150
2000	1,670	+380
2005	1,780	+110
2010	1,870	+ 90
2015	1,980	+110
2020	2,080	+ 100

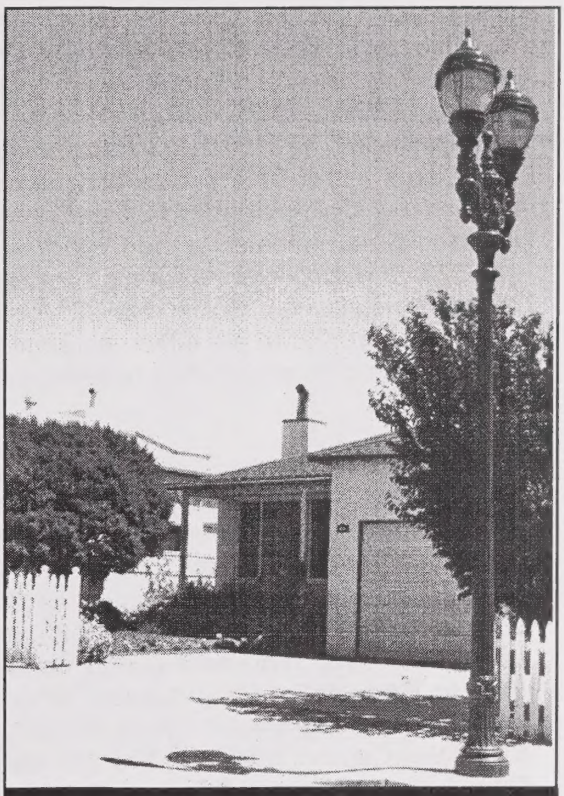
Source: ABAG, *Projections 2000.*

5.05.130 HOUSING AND HOUSEHOLD CHARACTERISTICS

5.05.131 Household Trends

In the 1990 Census the median household income for Colma was $39,028, roughly 19 percent lower than the median household income for San Mateo County of $46,437. In the spring of 2001, the California Department of Housing and Community Development stated that the median income for a family of four in San Mateo County was $80,100. Interestingly, there is a greater difference (74 percent) between Colma and the County's mean 2000 incomes of $51,000 and $88,700 respectively, as determined by ABAG. The reason for this is that the County has more households with higher incomes, which raises the County's average income level.

The Town's average household size has grown from 2.69 in 1990 to 3.47 as reported in the 2000 Census. For purposes of analysis in the 2001 Housing Element, a household size of 3.47 (rounded to 3.5 when family income is discussed) is used. The average household size for owner occupied units in 2000 was 3.62 percent and it was 3.32 for rental units.



Residents keep their homes in good repair.

5.05.132 Housing Characteristics

According to the 2000 Census there were 342 housing units in Colma. Based on the Town's building records, 43 new housing units were actually built between 1990 and 2000 for a ten year average of 4.3 units per year. These new housing units consisted of the following housing types: 4 second units; 1 apartment unit; 20 units in duplex buildings; and an 18-unit senior housing complex.

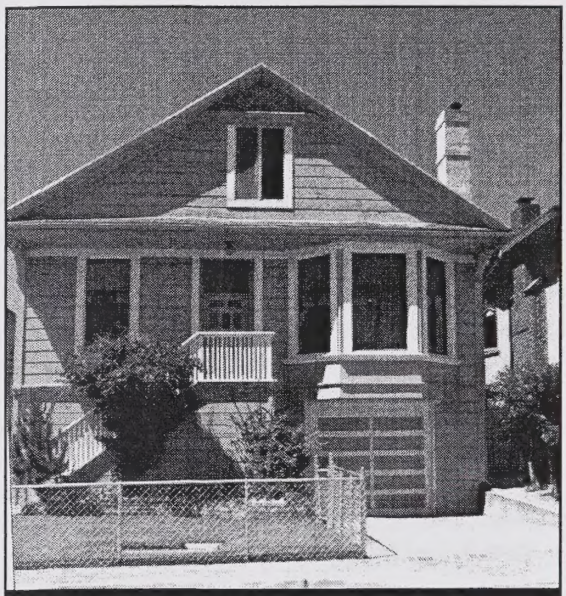
In 1990, more than half of Colma's housing units were reported as 68 years of age or older and of these, 27 percent were 60 to 100 years old. Although a majority of Colma's residential structures may be of an age that seems to suggest needed rehabilitation, in most cases, their condition is good. A 2001 windshield survey by Town staff indicated that only 8.5 percent needed minor rehabilitation and none required major rehabilitation. This represents a significant change from the last survey conducted in 1998. At that time, only 6 percent of the Town's housing units required minor rehabilitation, which may indicate that residents have less disposable income to maintain their homes. However, the number of homes which have been recently improved has increased from 5.1 percent in 1998 to 6.7 percent in 2001. In addition, no homes in 2001 required major rehabilitation while in 1998 0.2 percent did. Recent housing construction has improved the Town's housing stock; however, ongoing rehabilitation is necessary to ensure that the housing stock remains in good condition.

Colma's principal residential neighborhood: Sterling Park.

Overcrowded conditions in Colma have been on the rise. In 1980, there were only three overcrowded units, and in 1990 there were 56 overcrowded units (17.7% of the Town's occupied housing stock). The 2000 Census also indicated that Colma had a lot of people living in each housing unit. Colma averaged 3.5 persons per household, as compared to the County which had 2.74. The continued increase in the number of overcrowded units in Colma may indicate that existing units in Town are either too small, or that more people are sharing households to reduce costs.

In 2000, 52 percent of the homes in Colma were owner occupied, which is up from 48 percent in 1990. In the County as a whole, 61.4 percent of the homes are owner occupied. The median value of a house in Colma, as recorded by the 1990 Census, was $231,300 with a median mortgage payment of $975. In November 2000, Coldwell Banker Residential Real Estate Services published its *Home Values Survey* for cities in San Mateo County (Table H-4) and San Mateo County Association of Realtors (SAMCAR) prepared a table indicating the average home purchase prices in the first quarter of 2001 for San Mateo County (Table H-5). Although housing values were not reported for Colma by the first quarter 2001 SAMCAR report, the average of the surrounding North County cities would be representative of values in Colma. The North County average ranged from $303,000 for a two-bedroom/two-bath condominium/townhouse up from $152,500 in 1997; to $487,100 for a single family home, up from $254,000 in 1997. The SAMCAR survey indicated an average 2000 purchase price in Colma for a single-family home of $361,666 was up from $267,750 in 1997. A 3-bedroom/1-bath home that was for sale in Colma this spring was listed at $430,000.

In 1990, the median monthly rents in Colma were reported at $647. A 2001 survey of local Realtors by Town staff found that monthly rental prices in the Colma area have risen from the 1998 cost of $1,250 to about $2,000 for a two-bedroom unit. The cost of rental units has risen dramatically due to the ongoing long term shortage of rental units and the high demand for them. A 2001 Town staff survey of advertised rents in the North County area showed an average rental cost of $1,500 per month for a two-bedroom apartment, $2,200 per month for a two bedroom home, and



A Colma residence.

$2,000 for a two-bedroom condominium. The same survey in 1998 reported the following rental rates: $1,350 per month for a two-bedroom apartment, $1,800 per month for a two-bedroom home, and $1,400 for a two-bedroom condominium. The National Low Income Housing Coalition reported that in September 2000, fifty-eight percent of renters in the county could not afford fair market rents for a 2-bedroom unit. The gap between rental housing costs and what low to moderate income people can pay is increasing.

Government Code Section 85583 requires local jurisdictions to address the potential conversion of multi-family rental housing that receives governmental assistance under federal programs, state and local multi-family revenue bond programs, local density bonus programs to no-low income housing use. There are no locally subsidized units at risk in Colma, as the Town has not issued mortgage revenue bonds, has not approved any density bonus units with financial assistance, does not have an in-lieu fee program, and has not assisted multi-family housing with redevelopment or CDBG funds. The 2001 *List of Assisted Rental/Owner Housing in San Mateo County* prepared by the County of San Mateo, Office of Housing, does not list any such units within the Town of Colma. Accordingly, no policy modifications are necessary. According to the San Mateo County

TABLE H-4
2000 HOUSING VALUES IN SAN MATEO COUNTY JURISDICTIONS
(In Dollars)

City	2 BD/2 BA Condominium		3 BD/2 BA Single Family		4 BD/3 BA Single Family	
	5/00	11/00	5/00	11/00	5/00	11/00
Atherton	N.A.	N.A.	3,500,000	4,000,000	4,500,000	5,000,000
Belmont	360,000	389,000	565,000	615,000	795,000	855,000
Burlingame	395,000	415,000	1,050,000	1,135,000	1,325,000	1,460,000
Daly City*	254,500	325,000	350,000	410,000	395,000	465,000
Foster City	340,000	450,000	625,000	665,000	940,000	940,000
Hillsborough	N.A.	N.A.	1,650,000	1,800,000	3,050,000	3,400,000
Menlo Park	600,000	600,000	1,375,000	1,550,000	1,700,000	1,850,000
Millbrae	350,000	381,000	580,000	640,000	825,000	900,000
Pacifica	245,000	295,000	435,000	456,000	540,000	567,000
Redwood City	299,000	310,000	595,000	605,000	700,000	715,000
Redwood Shores	351,850	358,000	589,000	679,000	639,500	725,000
San Bruno*	252,000	278,000	395,000	425,000	461,000	490,000
San Carlos	353,000	415,000	645,000	735,000	780,000	898,000
San Mateo	398,000	418,000	795,000	865,000	1,995,000	2,305,000
S. San Francisco*	225,500	250,000	335,000	403,000	445,000	515,000
Woodside	N.A.	N.A.	1,800,000	2,100,000	5,000,000	8,000,000

Source: *Home Values Survey* conducted by Caldwell Banker Residential Real Estate Services and *The San Francisco Chronicle*. Results published in *The San Francisco Chronicle*, December 2000.

TABLE H-5
FIRST QUARTER OF 2001
HOUSING PURCHASE PRICES IN SAN MATEO COUNTY CITIES
(In Dollars)

City/Area	Townhouses/ Condominiums[1]	Single-Family[1]
Atherton	680,000	5,383,083
Belmont	414,687	717,593
Brisbane	448,000	437,571
Burlingame	545,204	1,054,874
Colma[2 & 3]	N.A.	361,666
Daly City[3]	301,514	454,418
East Palo Alto	200,000	383,855
Foster City	506,615	836,630
Hillsborough	N.A.	2,976,228
Menlo Park	804,166	1,108,622
Millbrae	N.A.	727,850
Pacifica	389,607	465,670
Redwood City	472,361	757,955
Redwood Shores	555,158	1,008,615
San Bruno[3]	241,127	514,169
San Carlos	542,163	807,374
San Mateo	429,578	774,551
South San Francisco[3]	366,182	492,684
Woodside	N.A.	3,174,210
San Mateo County Average[4]	$ 446,578	$ 908,592

Source: San Mateo County Association of Realtors (SAMCAR) 1st Quarter 2001 Completed Sales.
Notes: 1. Average price for home sales in January, February, and March 2001.
2. Average price of home sales for 2000 in Colma. No data for 2001.
3. North County Cities.
4. Not all Cities in San Mateo County are shown in this table.

Office of Housing, there are no housing units in Colma receiving any form of assistance, except for four households that are currently receiving Section 8 rent subsidies and one senior household that is subsidized by the Town of Colma. The Town built the Senior Housing Complex with monies from the general fund. The rents collected from these housing units go back into the general fund. The Town "subsidizes" one senior housing unit by charging below-market rate rent, which means that it will take longer for the Town to be reimbursed for the cost to build and maintain this one unit.

5.05.140 INCOME TO HOUSING COST CORRELATION

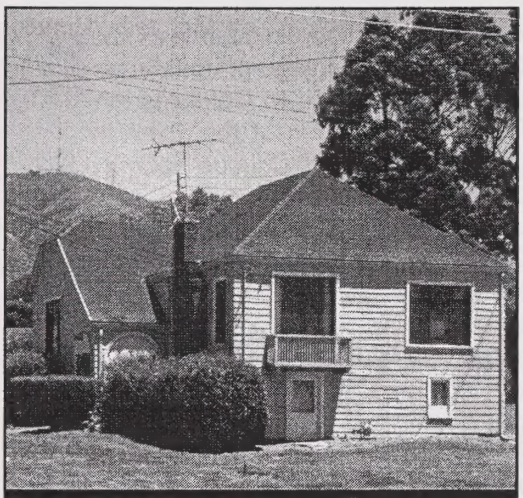
Estimates of the 1990 maximum affordable housing cost by income category for a four person household and the number of Colma households in 1990, which fell into each category is shown on Table H-6. In 1990, a large percentage of the households in Colma (43 percent), were very low and low-income households. When comparing the "maximum monthly housing affordability" column in Table H-6 to the area's 1990 median rent of $769 it is evident that none of the 102 very low-income households, and only some of the low-income households could afford the rental costs. The area's 1990 average mortgage costs of $1,374 was not affordable for all of Colma's very low, low, and moderate-income households, which includes 210 households. Even some of Colma's above moderate-income households could not afford the area's mortgage costs. These figures suggest that a serious affordability problem might exist in the area.

Analysis of the 1990 Census figures suggests that 29 percent of Colma's household in 1990 were spending more than the standard 30 percent of their income on housing. Of Colma's 90 households that were overpaying in 1990, 34 were owner occupied and 56 were rental units. A significant number of the lower income households, 51 percent, were overpaying for housing. Approximately 67 percent of the lower income households that were renting were overpaying and approximately 27 percent of lower income households in owner occupied units were overpaying. Some of Colma's housing units may be more affordable because the residents had purchased their homes prior to the rapid escalation of housing prices in the 1980's or they may occupy an overcrowded unit to either reduce costs by having a smaller unit or because they are share housing costs with another person or group of people. This premise is supported by the 1990 Census, which indicates that 35 percent of all households have occupied their homes since 1979, and that the number of overcrowded units had increased substantially between 1980 and 1990.

TABLE H-6
1990 ESTIMATED INCOME AND HOUSING AFFORDABILITY OF SAN MATEO COUNTY RESIDENTS

1990 Colma Household Income			1990 San Mateo County Gross Income Limits		
Income Category	Number[1]	Percent Of Households[1]	Annual Income[2]	Monthly Income	Maximum Monthly Housing Affordability[3]
Very Low	102	32.4%	>$28,260	$2,355	>$706
Low	33	11.1%	$28,260 - $33,948	$2,355 - $2,829	$706-$848
Moderate	75	23.8%	$33,948 - $50,000	$2,829 - $4,166	$848-$1,250
Above Moderate	104	33.1%	<$50,000	<$4,166	<$1,250
Total	**314**	**100%**			

Notes:
1. Calculated by the California Department of Housing and Community Development, February 1999, based on 1990 San Mateo County median income.
2. Based on the HUD income distribution levels for a four-person family and San Mateo County's 1990 median household income level of $46,437.
3. Calculated on the basis of the generally accepted standard that 30 percent of monthly income may be spent on housing.



A Caretaker's Unit.

A comparison of 2001 housing costs to Colma's 2001 income levels is not possible due to insufficient data. However, the 2001 analysis described below covers the issues of current housing costs, needs and affordability for all of San Mateo County. According to the *San Mateo County Housing Need Analysis* prepared in January 1998, the equation used to determine what income level was required to meet current housing cost was 20.3 percent of the home's value. In the 1998 study, an income of $51,540 was needed to afford a single family home valued at $254,000, or 20.3 percent of the price of the home. Therefore, it could be projected that the income level needed to afford a $487,100 single family home or a $303,000 condominium in Colma in 2001, would be $98,900 and $61,500 respectively. It is important to note that having a certain income does not automatically mean that the household can afford to purchase a home, have money set aside for a down payment (5-20%), and still have money for other related costs of purchasing and maintaining a home.

As rents and purchase prices rise, household incomes must also rise. For example, a household with a monthly housing cost of $2,000 must have an annual income of $80,000 if they are to stay under the standard 30% threshold.

Renters and recent home purchasers, as well as prospective home buyers, face affordability problems in the existing Colma housing market and in all of San Mateo County. Due to housing shortages in San Mateo and Santa Clara Counties, most of the inexpensive rental housing stock has been taken over by higher income people who need housing and can pay more. Affordability of housing is an issue in the entire Bay Area. The Bay Area Council's 1997 report entitled, *Bay Area Futures: Where Will We Live and Work?,* indicated that high housing prices close to work centers has forced low- and moderate-income workers to find housing in the outer suburbs. This report also stated that to live in 70 percent of the cities in the Bay Area, residents had to spend over 30 percent of their income.

5.05.150 BELOW-MARKET-RATE HOUSING

Units offered at rents or sale prices below that which they would command on the open market are known as "below-market rate." Typically, below-market-rate units have been produced almost exclusively as a result of direct federal subsidies. With drastic cutbacks in such programs it has been left to local governments to find new ways of increasing the supply of housing affordable to very low, low, and moderate-income households. According to the 1990 Census and HCD, approximately 43.4 percent of Colma households are considered low or very low income.

Historically, affordable housing in Colma has been provided by private efforts including rental units, caretaker housing, and Farm Labor Camps. Currently there are approximately 12 below-market-rate households in Colma. These households include: 7 caretaker units, 4 HUD Section 8 rental certificates and one privately subsidized rental unit at the Town-owned Senior Housing Complex.

Colma Senior Housing Complex, built 1990.

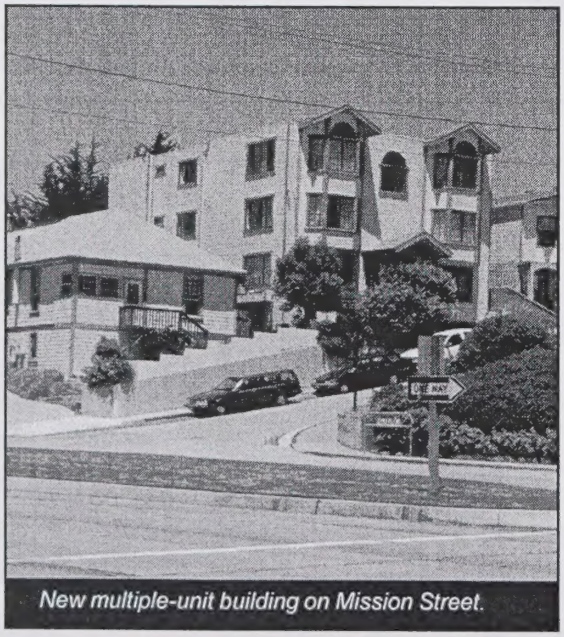
5.05.151 Preserving Below-Market Rate Housing

Legislation passed in 1989 amended California Government Code Section 65583(a) to require an analysis of the potential loss of existing below-market-rate housing due to conversions or expired federal contracts. Since there are no federally assisted housing projects that were built in Colma, this issue does not need to be assessed.

5.05.200 HOUSING NEEDS ASSESSMENT

5.05.210 DETERMINATION OF HOUSING NEEDS

A Housing Element is required to identify sites to accommodate the total projected housing need for the time period covered by the Element. This Housing Element estimates that there is a potential for 144 new housing units in Town as determined by sites that are currently available. Recently, the State funded ABAG to determine the projected housing need for each jurisdiction in the San Francisco Bay Area. The *1999- 2006 Regional Housing Needs Determination* study prepared by ABAG was approved in April 2001. Colma's share of household growth, as determined by ABAG, for the period between January 1, 1999 to June 30, 2006 is 74 units. The study also assigned the new housing units into the four income categories: very low, low, moderate and above moderate as shown in Table H-7. The percentage of units in each income category assigned to Colma is similar to the income distribution of the Town in the 1990 Census. (The 2000 Census income distribution data is not yet available.)



New multiple-unit building on Mission Street.

Colma's local projected housing growth estimates are also shown on Table H-7. These local quantified objectives are based on the actual number of housing units built between 1999 and May 2001, and on ABAG's *1999 - 2006 Regional Housing Needs Determination*, and *Projections 2000*. ABAG has projected that there should be an addition of 74 households in Colma between January 1, 1999 and June 30, 2006. Due to recent construction, Colma has a total projected need for 71 additional housing units between June 1, 2001 and June 30, 2006, as shown on Table H-7. The Town's historic average growth rate for the last decade was 4.3 units per year. The 74 units required over the next 7.5 years by ABAG averages 9.86 units per year.

The housing policies and programs set forth in this document are intended to reach the local housing objective of 74 units within the 1999 to 2006 planning period. An evaluation of the effectiveness of the policies and programs outlined in the 1999 Housing Element is included in Section 5.05.600 of this document.

5.05.220 SPECIAL HOUSING NEEDS

5.05.221 Senior Residents

In 2000, the percentage of elderly in Colma was 15.5 percent, which is up from 12.3 percent in 1990. The sixty-three households occupied by seniors in 1990 included twenty-six rental units and thirty-seven owner occupied homes. It is expected that with the aging of the baby-boomer generation and a lower mortality rate, that the number of elderly residents will significantly increase between 2001 and 2006. Housing for the elderly should include units with easy access and affordable cost. In 1993, an assisted care facility was built in Colma. According to the 2000 Census there were 49 residents in this "grouped quarters" institutional facility. These residents are counted as part of the Town's total population; however, grouped quarters are not counted as housing units.

TABLE H-7: COLMA'S PROJECTED HOUSING NEED

DOCUMENT SOURCE	1999 - 2006 NUMBER OF ADDITIONAL HOUSING UNITS NEEDED AS REQUIRED BY ABAG HOUSING NEED DETERMINATION, APPROVED APRIL 2001	CENSUS 2000 NUMBER OF HOUSING UNITS IN COLMA	2000 TO MAY 2001 NUMBER OF NEW HOUSING UNITS	HOUSING NEED AS OF JUNE 1, 2001	2001 POTENTIAL NUMBER OF HOUSING UNITS	JUNE 30, 2006 PROJECTED NUMBER OF HOUSING UNITS IN COLMA	NEW HOUSING UNIT OBJECTIVES BY INCOME LEVEL[3]			
							ABOVE MODERATE-[8]	MODERAT-E	LOW	VERY LOW
1999 - 2006 ABAG HOUSING NEED DETERMINATION	74[1]	--	3	71	--	--	28 (38.2%)	21 (28.3%)	8 (10.7%)	17 (22.8%)
ABAG PROJECTIONS 2000	--	--	--	71	--	386	--	--	--	--
2001 COLMA HOUSING ELEMENT	74	342[2]	3[4]	71[5]	123[6]	413[7]	28 (38.2%)	21 (28.3%)	8 (10.7%)	17 (22.8%)

1 ABAG, 1999 - 2006 REGIONAL HOUSING NEEDS DETERMINATION, approved in April 2001.
2 U.S. Census 2000.
3 Income percentages calculated by California Department of Housing and Community Development and ABAG's *Regional Housing Needs Determination* (2001 San Mateo County Median Income for four person family is $80,100).
4 Colma Building Permit Records, January 1, 2000 to May 2001.
5 Figure calculated by subtracting 3 new housing units, built since 2000, from ABAG's housing need of 74 units.
6 2001 Colma Housing Element, potential housing sites, Section 5.05.313.
7 Figure calculated by adding the number of housing units in Census 2000 (342 units), with the number of units that should be built between 1/1/1999 and 6/30/2006 (74 units).
8 Only 25 units remain for the Above Moderate category, as 3 units were built in 2001.

5.05.222 Large and Overcrowded Households

The 1990 Census reported that there were 46 large households in Colma with five or more persons, which is an increase of 3.5 percent since 1980. Twenty-five of these large households owned their units and the remaining twenty-one rented their units. At the same time, overcrowded conditions were recorded for 17.7 percent of Colma households, which is up from 1.5 percent in 1980. Overcrowding is defined as more than 1.01 persons per room. There were twenty-four overcrowded households that owned their units and thirty-two that rented their units. According to ABAG, the dramatic rise in household size results from more births, increasing number of immigrant families wanting to live with their extended family, and people doubling up to afford housing. Large families often live in overcrowded conditions due to the lack of larger units. Future housing developments in Colma should include some larger units to accommodate the demands of larger households. Census 2000 indicates that Colma has a larger household size than the County, 3.5 versus 2.74 respectively.

5.05.223 Female-Headed Households

The 2000 Census showed 39 female-headed households, comprising approximately 3.3 percent of the population. The special housing needs of this group include low-cost housing with amenities suitable for children (outdoor play space or proximity to parks preferred), and located near schools and child care facilities. Innovative shared living arrangements that may include congregate cooking and child care facilities would also be suitable.

5.05.224 Disabled Persons

Disabled persons over age 16 comprised approximately 6.4 percent of Colma's population in 1990. Although not all persons with work disabilities require special housing, those with severe mobility constraints need specially designed housing, located near transportation, shopping and services.

5.05.225 Farm Workers

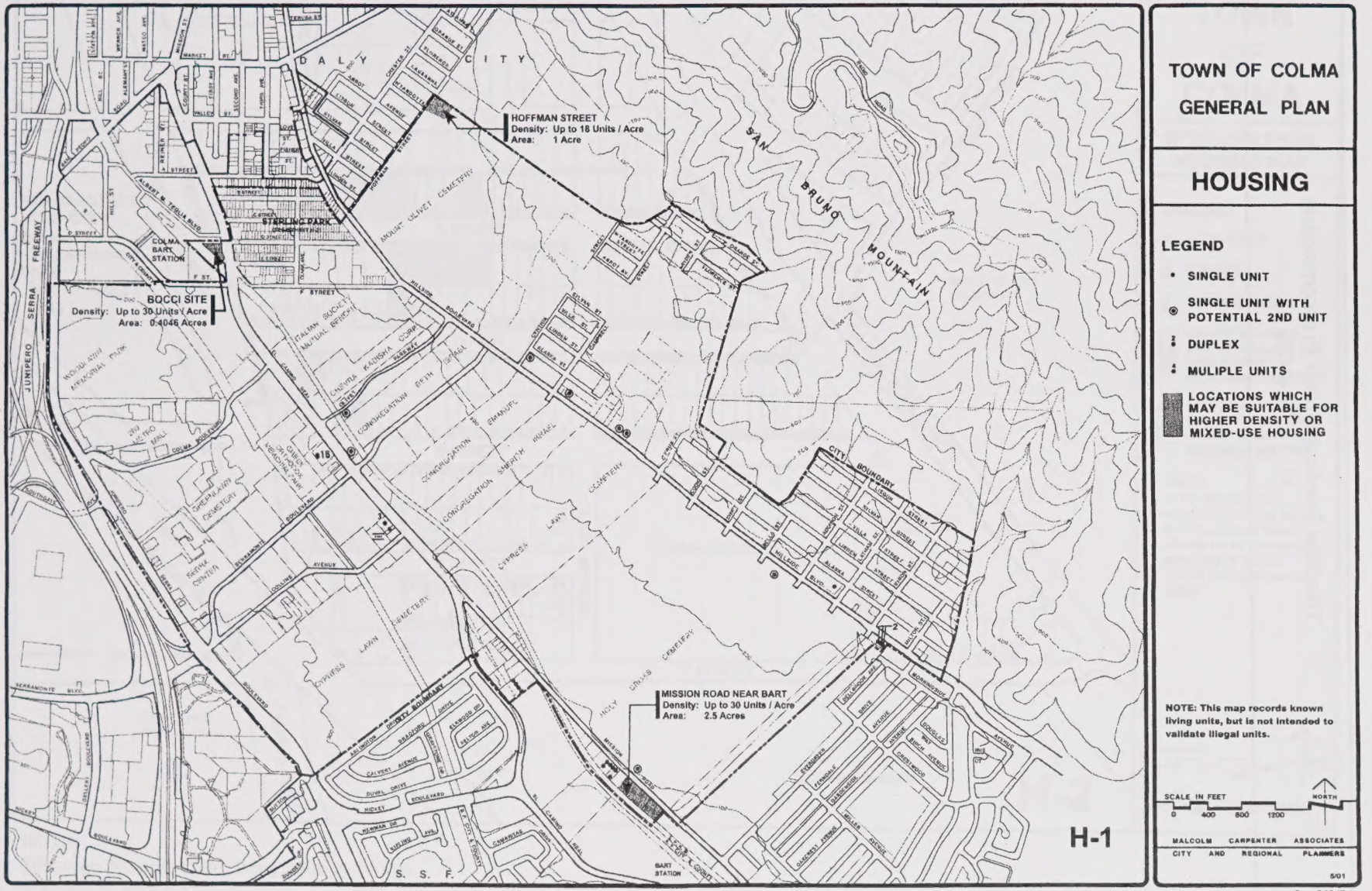
No Farm Labor Camps currently operate in Colma. However, there is one worker who for security purposes lives in a trailer on land leased from a cemetery. ABAG has projected that agricultural jobs in Colma will remain at 10 from 1990 to 2010. These jobs are related to vegetable and flower growing activities on land held in reserve by various cemeteries in Colma.

5.05.226 Homeless

In 1998, the San Mateo County Human Services Agency prepared a county-wide estimate of the homeless, drawing on information from 16 agencies that provide homeless services. That study found 4,545 unduplicated homeless men, women and children (of which 851 were children). It did not count those who did not seek services, who did not provide Social Security numbers or birth dates or whose serving agency would not release data. It is important to point out that this estimate represents the number of people who find themselves homeless at some point within a given year. The number of people who are actually homeless on any particular day will be substantially lower, since many homeless people do not remain homeless all year long. In 1995, the San Mateo County Homeless Needs Assessment found that women typically find housing within one month, while men report six months of homelessness.

Based on the 2000 Census, Colma has 0.20 percent of the County's total population. Assuming that the Town's share of the County's homeless population is the same as its overall percentage, and applying the 0.20 percent figure to the county-wide homeless estimate of 4,545, theoretically, Colma would have an expected homeless population of nine persons per year.

Warehouses on potential sites for residential development.



TOWN OF COLMA
GENERAL PLAN

HOUSING

LEGEND

- SINGLE UNIT
- SINGLE UNIT WITH POTENTIAL 2ND UNIT
- DUPLEX
- MULIPLE UNITS
- LOCATIONS WHICH MAY BE SUITABLE FOR HIGHER DENSITY OR MIXED-USE HOUSING

NOTE: This map records known living units, but is not intended to validate illegal units.

SCALE IN FEET
0 400 800 1200
NORTH

MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS

5/01

Page 5.05.17

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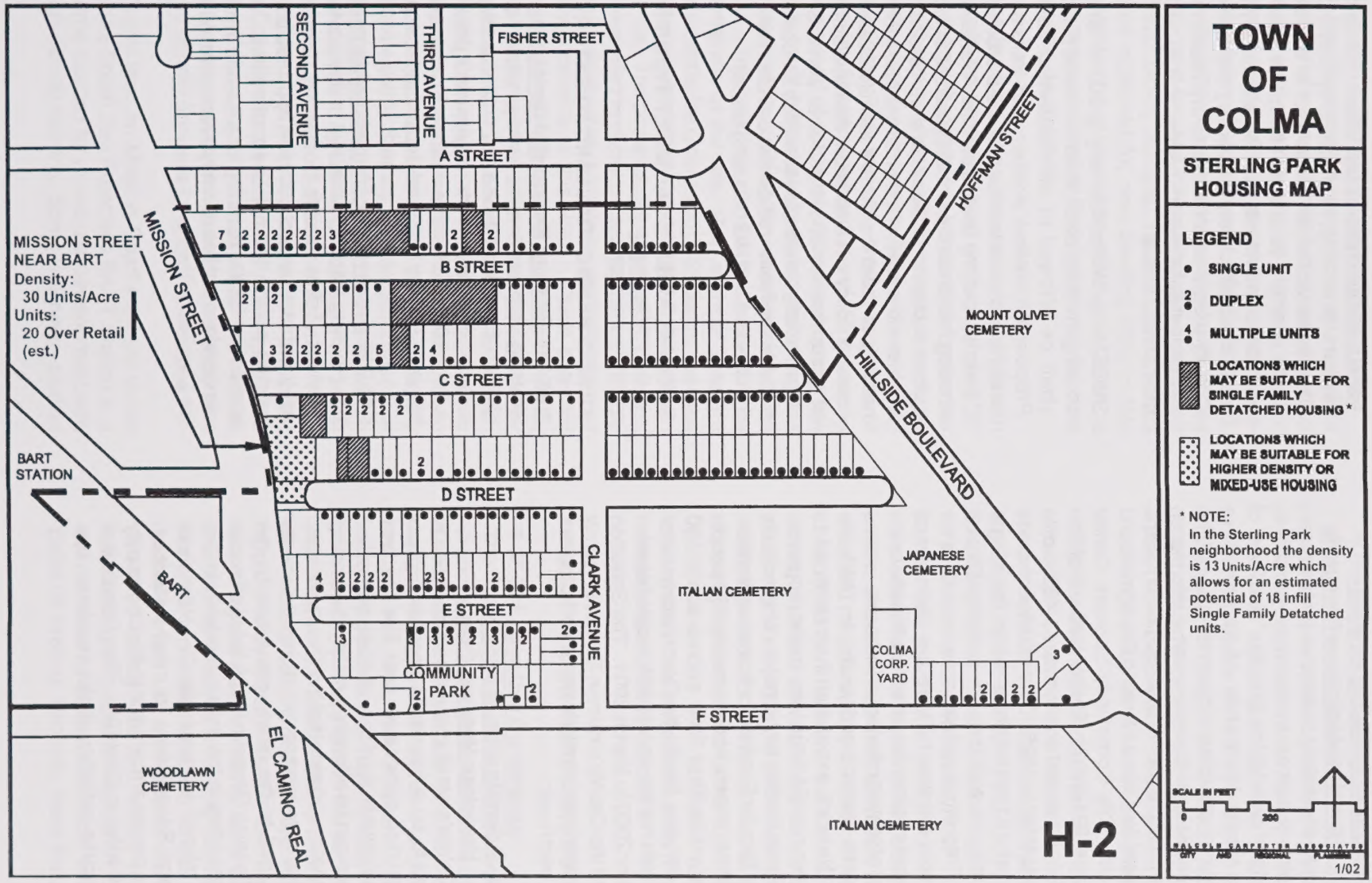


NOTE:
This map records known living units but is not intended to validate illegal units.

5.05.227 Quantification of Available Homeless Assistance Resources

Shelters and homeless assistance programs are the main resources available to homeless residents of San Mateo County. The Town of Colma meets the needs of its homeless residents by providing support to many of the local homeless assistance programs. Information about these programs is available to Colma residents at the Colma Planning Department and at the Daly City Community Services Center (telephone: 991-8007). Shelter Network of San Mateo County served an estimated 1,400 people (104 beds total) in 1998. Other shelters provide a total of 251 transitional beds for single individuals. In addition, the Rotating Church Shelter Program provides accommodations for 500 people per year. There are also several specialized shelters for persons with substance abuse problems and mental illnesses, victims of domestic violence and youth. In 1998, the Shelter Network expanded their services to include two new 24-hour, year-round programs: Maple Street Shelter for homeless single adults and First Step for Families for homeless families. Maple Street serves approximately 600 people per year while First Step serves about 100 families per year. Finally, the County's only winter shelter, Safe Harbor, served 600 people between December 2000 to March 2001. The Salvation Army and the County's Human Services Agency provide motel vouchers to hundreds of homeless families each year.

5.05.228 Determination of Unmet Homeless Needs in Colma

Due to Colma's small population size, there is estimated to be a homeless population of no more than nine persons per year. The needs of these individuals for food, shelter, and other assistance can be effectively met by the existing social service programs that the Town sponsors. Information on existing community crisis services is distributed to the needy population by the Colma Planning Department. A list of all social service providers in the area is available at City Hall, as shown in Appendix C: Homeless Assistance Resources. In most instances, homeless people are referred to the Community Service Center in Daly City. The Center is a clearinghouse providing motel vouchers, bus tickets and referrals to the County transitional shelters. In addition, this facility provides a Home Sharing service which keeps track of those with living quarters to share. Although Colma's homeless individuals may be adequately and most cost effectively served by the existing County programs on a temporary basis, more permanent solutions are needed to fully resolve their shelter needs.

State law provides that any group or similar housing involving six or fewer unrelated persons shall be allowed in all residential zones. Proposed homeless shelters and transitional housing with 6 or less persons are allowed in Colma without any special permits. Transitional housing falls under the same regulations as group homes or day car facilities. In order to facilitate the development of permanent low-income housing to meet the Town's identified need, a housing policy will also allow the development of group homes of six or fewer persons on commercially zoned sites identified as locations suitable for future residential development on Exhibits H-1 and H-2 (Housing Maps).

5.05.300 ABILITY TO MEET HOUSING NEEDS

5.05.310 RESIDENTIAL LAND INVENTORY

5.05.311 Existing Residential Development

Housing units are inventoried by location and size on Exhibits H-1 and H-2. These maps include all dwelling units constructed prior to June 1, 2001. Forty-three units were constructed between January 1990 and December 31, 1999.

5.05.312 Approved Residential Development

The Housing Maps, Exhibits H-1 and H-2, show locations of sites suitable for housing. One 18-unit townhouse project has been approved but a building permit has not been submitted. An application for the rezoning of a 63-unit mixed use development has recently been approved by the City Council.

5.05.313 Vacant and Under-Utilized Sites

In the Sterling Park neighborhood, a limited number of new residential lots could be created by the redevelopment of lots currently used for flower shed and warehouse uses and the re-subdivision of large vacant lots (Exhibit H-2). These properties are easily served with utilities and could be used for housing with no General Plan or Zoning changes. The fact that 18 permits were approved for new dwelling units in this neighborhood between 1990 and 2000 is indicative of Sterling Park's potential for new housing development.

The frontage along the east side of Mission Street, between "B" Street on the north and "E" on the south, comprises some older commercial facilities and under-utilized sites that could be redeveloped with new multiple unit residential buildings. The frontage on the west side of Mission Street, between "D" and "E" Streets, is comprised of an under-utilized monument site that could be redeveloped by preserving the historic office building for commercial or retail use and building residential units on the remainder of the site. Both of these sites are adjacent to the Colma BART Station on the west side of Mission Street (outside of Colma's Town Limits). The presence of the Colma BART Station is expected to stimulate development of multiple unit residential buildings and mixed use developments in this area. These potential housing sites within Colma could be suitable for high density residential development if their entrances and main orientation are to Mission Street. Care would have to be taken with building design and access orientation so as not to adversely affect the perceived scale and intensity of the existing Sterling Park neighborhood that is immediately to the east. Buffering will be aided, in part, by the fact that these sites are at a lower elevation than the Sterling Park neighborhood which sits atop a bluff. In support of Colma's efforts in this area the County adopted the Colma BART Station Area Plan which provides incentives for higher density development and density bonuses for affordable housing.

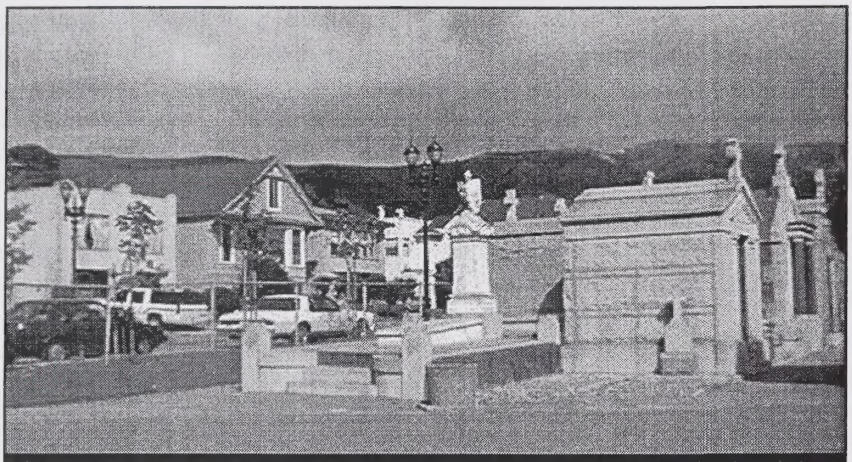
Vacant land on Mission Road adjacent to the future South San Francisco BART Station is a prime location for mixed use development with high density housing. Some preliminary studies of the area, conducted by Town staff, indicated that there was a potential for 76 units in this area. A development proposal for this site was recently approved by the Town. Other sites in the Town which are presently under-utilized include property on Hoffman Street and infill or redevelopment properties on Mission Street (refer to Exhibits H-1 and H-2). The Hoffman Street site has an approved master plan; however, a building permit has not been submitted.

With the sites identified above and their potential to add 144 units, the Town can more than accommodate the 74 additional dwelling units required by the ABAG *1999 - 2006 Regional Housing Needs Determination* report (Table H-7). In terms of affordability, 117 of the 144 potential residential units are zoned to accommodate multifamily unit buildings and some should include units affordable to very low, low and moderate-income residents (see Tables H-7, 8, &11). Therefore, the sites which have been identified are sufficient to meet ABAG's estimate of very low, low and moderate-income housing needs for Colma as well as its overall housing needs estimate for the Town. Moreover, public services and facilities have been determined to be sufficient to accommodate the development of these parcels.

5.05.320 GOVERNMENT CONSTRAINTS

5.05.321 Land Use Constraints

The Town of Colma was incorporated for the purpose of protecting Memorial Park Land Uses. Cemetery and related uses have historically been the primary and most extensive land use zones in the Town, with residential and commercial uses being the second major function. Colma's function as a primary location for cemetery uses has made more land available throughout the Peninsula for housing development. Accordingly, approximately 76 percent of the Town's land areas are designated and zoned for uses associated with memorial parks, including funeral homes, burial sites, crematoriums and florists. Essential to this primary use are features such as well groomed rolling hills and lawns, manicured landscaping and natural vegetation, quiet and scenic areas for public meditation, and tranquil paths for strolling. Naturally, these features pose



Housing adjacent to cemetery property.

a variety of constraints to the development of high intensity uses adjacent to or within Memorial Park Lands.

Cemeteries tend to suffer from vandalism when residential uses are built nearby. Furthermore, the extent to which certain cultural groups will avoid living near a cemetery is an additional constraint to the marketing of such sites that cannot be easily quantified. In the present case the northern part of San Mateo County has recently experienced a growth of southeast Asian immigrants, yet it is known that many will avoid living near cemeteries. Despite these constraints there are areas in the Town which are sufficiently removed or buffered from the Memorial Parks to allow for the development of high density residential uses and a variety of housing types. These areas are identified in Table H-8. Specifically, those areas include the mixed use areas identified along Mission Street and Mission Road, and the existing Sterling Park neighborhood which is suitable for infill single family detached development.

5.05.322 General Plan and Zoning

Colma's General Plan and Zoning Ordinance provide for a wide range of allowable residential densities in both residential and commercial districts. General Plan densities, shown in Table H-9, typically determine the maximum number of dwelling units allowed on a specific site. The Zoning Ordinance is consistent with the General Plan. In 1998, the Town's General Plan and Zoning Ordinance created an area just for single-family detached units in the existing Sterling Park neighborhood. Potential second units that might have been built in this area can be accommodated in other areas of the Town as shown on Exhibits H-1 and H-2 and indicated on Table H-8. Additionally, the Town has a Planned Development designation which permits residential developments having more than six units. It should be pointed out that even if no sites are rezoned for Planned Development, sufficient sites have been identified in Section 5.05.313 to meet the Town's regionally defined housing need.

Development standards in Colma such as setbacks, building height and off-street parking are similar to or less restrictive than those in surrounding communities and would not be considered undue development constraints. For example, the minimum side yard (10 percent of lot width) can be as narrow as 3.33 feet, which is much smaller than the 10 foot setback required by many San Mateo County jurisdictions. Unlike many cities, Colma allows a minimum lot size of 3,333 square feet. Colma is also less restrictive in terms of allowing residential development on commercially zoned parcels. Up to 30 units per acre are permitted in certain areas (see Table H-9). Most of San Mateo County communities, by contrast, allow only mixed use development of commercial parcels. Standards may be varied for Planned Development projects and density bonuses are offered, particularly where housing for those with special needs is proposed.

Although development standards and densities are generally less restrictive than those found in other Peninsula communities, Colma's high proportion of open space land use, which is related to the large number of cemetery uses discussed in the preceding section, must be viewed as a constraint to the development of housing in the Town. This constraint is not, however, insurmountable in view of the availability of sites identified in Section 5.05.313.

TABLE H-8
VACANT AND UNDER-UTILIZED OR REDEVELOPABLE SITES IN COLMA – MAY 2001

Site/Location	Acres[1]	Zoning	# Units[1]	Type of Suitable Housing
Sterling Park	1.537[5]	Residential	18	Single Family
Colma BART/Mission Street	0.671	Commercial	20	Multiple/Special Needs
Bocci Monument/Mission Street[3]	0.405	Commercial	12	Multiple/Special Needs
Hoffman[2]	1.02	Residential	18	Multiple Units
South San Francisco BART/Mission Road[4]	2.56	Commercial	76	Multiple/Special Needs
Total Dwelling Unit Capacity			**144**	

NOTES:
1) Unit estimates based on maximum allowable density under existing zoning (See Table H-9)
2) This site has an approved development plan for 18 units;
3) This site could be redeveloped with housing while preserving the historic office for commercial or retail use;
4) This site has been approved for a zoning change to accommodate a proposed mixed-use residential development with 63 units.
5) This area includes 7 separate parcels and all have a minimum lot frontage requirement of 33.33 feet.

5.05.323 Building Codes

The 1998 State Building Code is used in Colma. This code will be replaced with the 2000 code as soon as it is approved by the State. The Town's Building Inspector verifies that new residences, additions, auxiliary structures, etc., meet all of the latest construction and safety standards. Building permits are required for any construction work.

5.05.324 Permit Processing, Procedures and Fees

Building permits must be secured before commencement of any construction, reconstruction, conversion, alteration or addition. Approval of permit applications is based on conformity with the Zoning Ordinance, although the City Council has the power to grant variances from the terms of the Ordinance within the limitations provided by law. Permit processing in Colma is very efficient and timely. Building permits generally are processed in a few days, Variance and Use Permit requests usually take only one to two months to process. Because Colma has no Planning Commission, decision-making is unusually streamlined. Colma is in conformance with State Law effective January 1, 1983, requiring that a simplified handout describing application procedures be available for public distribution.

Amendments and reclassifications to the Ordinance can be made by the City Council subject to applicable provisions of the State Laws and when initiated by citizen petition. Procedures for amendments and reclassifications are stated in the Zoning Ordinance and in guidelines available to the public. The schedule of fees for applications, permits, General Plan Amendments and Zoning reclassifications, are shown in Table H-10.

TABLE H-9
GENERAL PLAN RESIDENTIAL DENSITIES

Location	Maximum Dwelling Units Per Net Acre
Sterling Park	13
Mission Street (near Colma BART)	30
Bocci Monument/Mission Street	30
Mission Road (near future South San Francisco BART)	30
Hoffman Street	18

5.05.325 Availability of Assistance Programs

Recent and past reductions in Federal and State assistance programs place a significant constraint on small communities' abilities to provide affordable housing. Past cutbacks to Section 8 Rental Assistance, Community Development Block Grant and similar programs have severely limited the funds available for housing assistance. Low cost loans are available through the U.S. Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development (HCD). Some programs or resources that are available include:

1) Community Development Block Grant (CDBG) administered by San Mateo County, Office of Housing.
2) Home Investment Partnership program (HOME) administered by HCD.
3) Loans from California Housing Finance Agency (i.e. tax-exempt financing)
4) Emergency Housing Assistance Program (EHAP) administered by HCD.
5) Emergency Housing Fund administered by the Housing Industry Foundation.
6) Security Deposit Loan Program (SDLP) administered by the Housing Industry Foundation.
7) "Clearinghouse for Affordable Housing Finance" Data Base by HCD.
8) "First Time Homebuyer Directory" by HCD.
9) Numerous affordable housing opportunities for San Mateo County residents, provided by Human Investment Project (HIP).
10) Home Equity Conversion Programs for Seniors administered by Human Investment Project (HIP)
11) Jobs Housing Balance Incentive Grant Program administered by HCD
12) Urban Predevelopment Loan Program, Jobs - Housing Balance near Transit, administered by HCD.

5.05.330 NON-GOVERNMENTAL CONSTRAINTS

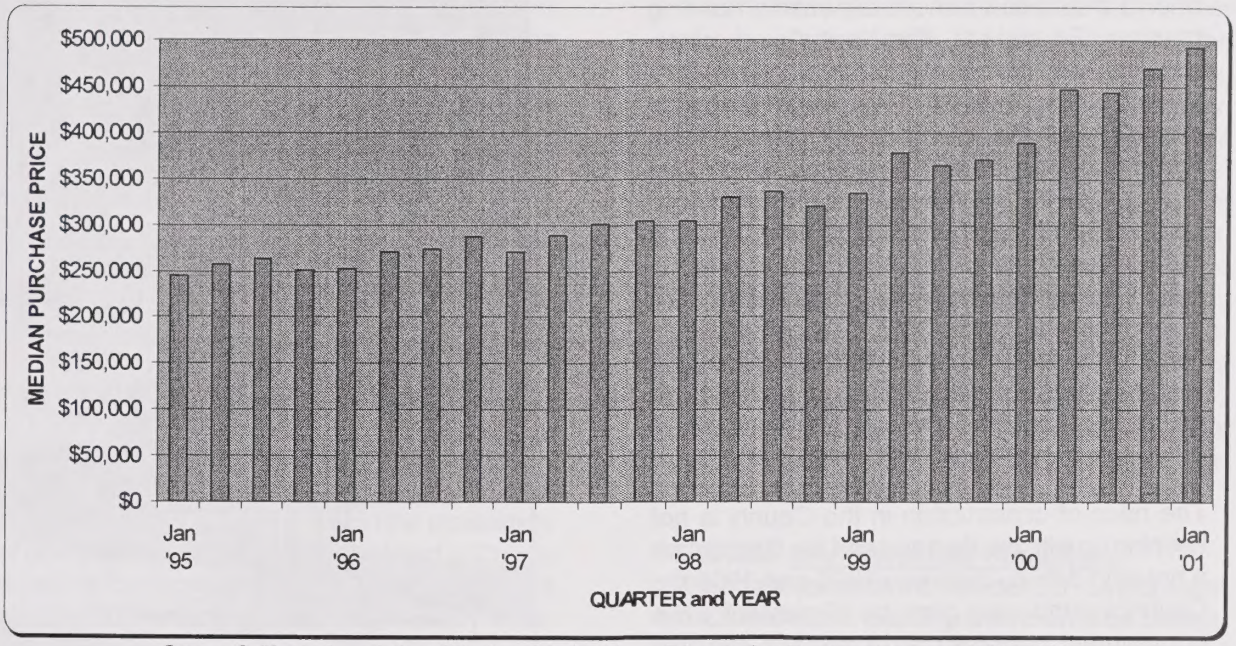
Central to the problem of affordable new housing is the high cost of land, the high cost of housing construction combined with the high market demand and shortage of housing units, and NIMBYism ("not in my back yard").

TABLE H-10
PARTIAL FEE SCHEDULE

Item No.	Planning	Fee
2.060	Variance to Zoning Regulation	$ 390
2.070	Zoning Reclassification	$ 690
2.080	General Plan Amendment	$1,080
2.130	Lot Line Adjustment	$ 840
2.140	Parcel Map	$ 840
2.150	Subdivision Map	$1,005 plus $50/lot
2.260	Planned Development Plan	$1,530 plus $50/lot
	Public Works and Engineering	
3.050	Improvement Plan Checking contracts of $10,000 or less	5% of contract cost, $100 minimum
3.060	Improvement Plan Checking contracts of $10,000 -$100,000	$500 plus 3.5% of contract cost
3.070	Improvement Plan Checking contracts more than $100,000	$3,650 plus 2% of contract cost
3.090	Lot Line adjustment by deed	$ 400
3.100	Parcel Map adjusting lot line	$200 plus recording cost
3.110	Parcel of Final Map Subdividing Property	$600 plus recording cost

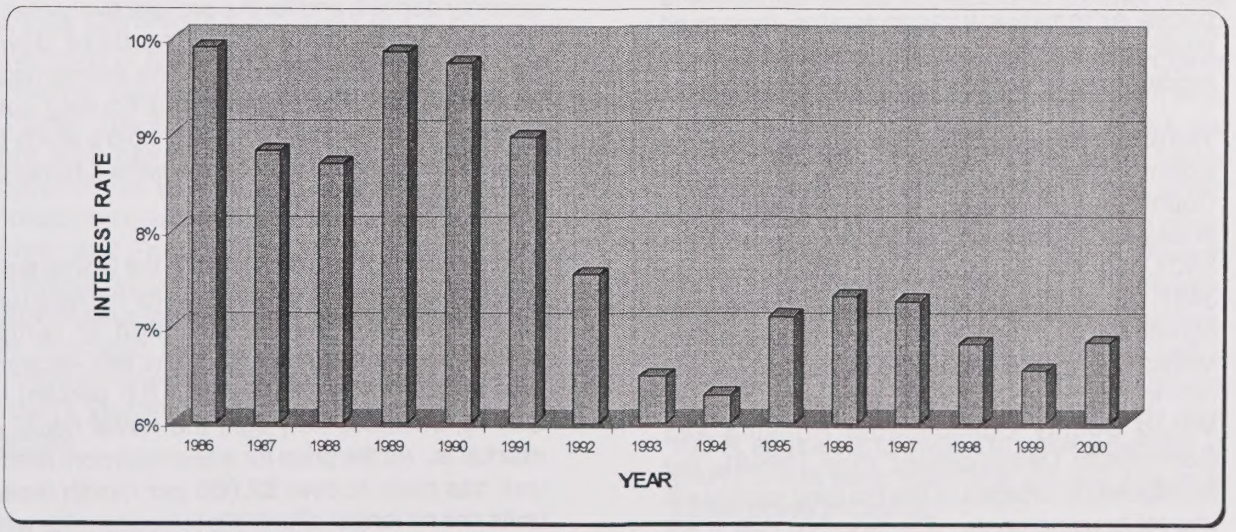
Source: Town of Colma, Master Fee Schedule, February 1998.

FIGURE H-1
MEDIAN HOME PRICES IN THE SAN FRANCISCO BAY AREA



Source: California Association of Realtors; Median Home Prices in San Francisco Bay Area 1995 - 2001
www.car.org/newsstand/news/index.html

FIGURE H-2
CONVENTIONAL HOME MORTGAGE INTEREST RATES IN THE SAN FRANCISCO BAY AREA



Source: Federal Housing Finance Board, Table 8 - Terms of conventional single family mortgage by selected large metropolitan area

5.05.331 Housing Cost

Given the County's status in the State as having some of the highest housing prices, Colma is in one of the nation's most expensive housing markets (Figure H-1). The North County cities, however, have historically had some of the area's lowest selling values. This trend is rapidly changing as the low vacancy rates in San Francisco, Santa Clara County and southern San Mateo County has forced people to look to northern San Mateo County for housing. Housing costs have risen in the North County as the market demand has increased and vacancy rates have declined. In the 2000 Census, Colma's homeowner vacancy rate was 0 percent and the rental vacancy rate was 0.6 percent, versus the County's rates of 0.5 percent and 1.8 percent respectively.

The pace of construction in the County is not keeping up with the demand and the County has a housing deficit. Between 1990 and 1998 the County's population grew by 10 percent while employment increased by 14 percent, and new housing increased by only 4 percent. It is projected by the *San Mateo County Countywide Transportation Plan 2010*, dated April 2001, that between 2000 and 2010 the mismatch between new jobs and new housing will continue. New jobs in this time period will increase by 9 percent while new housing will only increase by 6 percent. This historic and projected shortfall has caused and will continue to cause high housing prices, extremely low vacancy rates, increased traffic congestion and continued deficit of low to moderate income housing in San Mateo County.

The price of existing housing is driven up, to some extent, by the price of new housing. In the North County area the average November 2000 sales prices for housing per SAMCAR ranged from $303,000 for a condominium/townhouse to $487,100 for a single family home. Comparative figures for 2000 and 2001 home prices in San Mateo County are presented in Tables H-4 and H-5 in Section 5.132. According to the San Mateo County Consolidated Housing and Community Development Plan (1998), the anticipated shortages of the housing supply will impact housing costs. The housing deficit will continue to drive up the cost of housing, especially units which are more affordable to low-income households.

Residential properties are in short supply, thereby driving up the purchase price. Homes are selling for premium prices.

Central to the problem of affordable housing is the inability of lower-income renters to accumulate the first and last month's rent plus security deposit, and for the prospective owner's inability to accumulate the required down payment and closing costs. The comparison between household income and housing cost gives a distorted view of a household's ability to pay, since the initial cost of acquiring a rental or owner unit is not reflected.

Affordability of rental properties in the Colma area is declining because the demand for housing has increased and the construction of rental properties has been sparse. The low vacancy rate (1.8%) in the County, and 0.6 percent in Colma, indicates how tight the rental housing market is. As the price for a two-bedroom rental unit has risen to over $2,000 per month these units are no longer affordable to households with very low-incomes ($42,500 or less), low-incomes ($42,501 to $68,000), and most moderate-incomes ($68,001 to $96,100).

5.05.332 Financing Availability

The primary barrier concerning the availability of housing is the difficulty of accumulating a down payment of 5 to 20 percent for a condominium priced at $303,000 or a single family residence priced at $487,100. Financing is, however, generally available for those who possess both the necessary down payment and the minimum qualifying income. Interest rates in the vicinity of Colma are similar to those found in surrounding areas and there does not appear to be any mortgage deficient areas in the community (Figure H-2). It appears, therefore, that while financing availability is a constraint to affordable housing, the problem is no more acute in Colma than in other portions of the Bay Area.

5.05.333 Land and Construction Costs

In addition to housing prices, the cost of land and construction is a constraint to the production of new affordable housing. Vacant land in Colma is selling for approximately $40 per square foot and the 2001 cost to build a single family wood frame residence is approximately $150 per square foot. Using these cost figures, the land and construction costs for a new home in Colma on a 3,333 square foot lot would cost about $313,320. The first quarter 2001 average home purchase price in North County cities of $487,100 is comparable to the overall Bay Area purchase prices which are plotted in Figure H-1 and listed on Tables H-4 and H-5.

A slow rate of housing construction in Colma is the result of high land costs coupled with lower housing values compared to the rest of the County. This is a result of economic forces which are well beyond the capacity of the local government to influence or control. These conditions combined with the reduced levels of State and Federal support discussed in the previous section, make it extremely difficult to provide affordable housing. Rising housing costs, as indicated by Figure H-1, pose additional nongovernmental constraints to meeting the Town's identified housing need for all income groups.

5.05.334 Imbalance of New Jobs and Housing Units

The trend has been that the number of new jobs in San Mateo County has outpaced the number of new housing units thereby increasing the market demand on the existing housing stock. Between 1990 and 1998 the County population increased 10 percent, jobs increased 14 percent and new housing units only increased by 4 percent. This gap between jobs and housing is expected to continue according to the *San Mateo County Countywide Transit Plan 2010,* approved January 2001. During this time period, the study projected a housing deficit in the County of 15,600 to 24,600 units as the County generates 31,000 new jobs. This shortage will continue to force housing costs to rise as demand exceeds the supply. The shortfall will be greater in rental properties than ownership units.

5.05.335 Environmental Conditions

A primary constraint to residential development in Colma is the existing environmental setting. Geotechnical hazards, noise level incompatibility, and flooding considerations are graphically presented in Exhibit H-3, the Environmental Constraints Map, and are described in more detail below. Land Use incompatibility between housing and cemeteries is discussed in Section 5.05.321.

5.05.335.1 Noise Incompatibility.

Residential areas subjected to exterior noise levels of 60 dB or higher are less desirable than quieter living environments. No portions of Colma are subject to continuous, extremely high level noise sources. The higher noise levels are associated with vehicular travel along major arterials and collector streets in Colma which reach 80 dB at the roadside. Most affected would be the El Camino Real, Mission Street, Mission Road and the Sterling Park residential areas. Noise effects can be mitigated by noise barriers, building orientation and the use of insulative construction materials. In order to minimize noise impacts, the Town worked closely with BART engineers to ensure that the extension of BART's turn back track and rail line was built below grade in Colma.

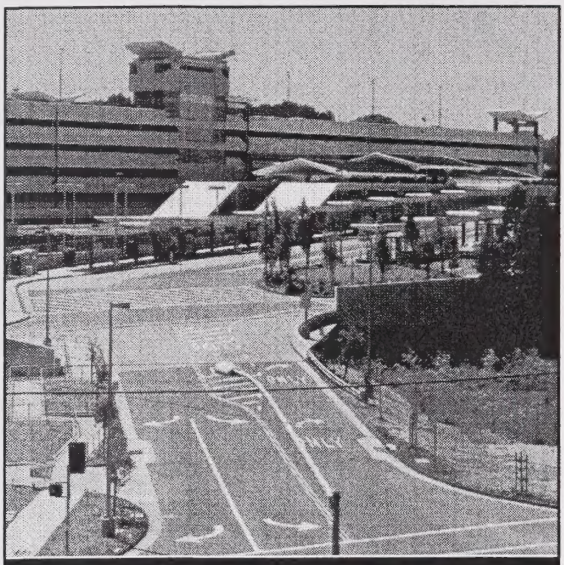
5.05.335.2 Geologic Seismic Safety Constraints.

The extent of constraint due to geologic factors is very small in Colma. The Town of Colma is situated in the Colma Valley associated with the Colma Creek drainage. Recent coarse-grained alluvial deposits are found along the main drainage paralleling El Camino Real, and older coarse-grained alluvial deposits extend back several thousand feet from the drainage toward the Town boundaries. The easterly Town boundary follows the lower slopes of San Bruno Mountain where limited serpentine and greenstone outcrops have been mapped. Slopes are flatter than 30 percent throughout the Town, with few exceptions. Where artificial cuts have been made in the alluvium there is minor landslide potential. This could affect the westerly edge of the Sterling Park area, which is on a bluff above Mission Street, and affect the golf course lands at the base of San Bruno Mountain. The recent alluvial materials closest to the Colma Creek drainage corridor have a minor potential for lateral spreading during seismic shaking. Two inactive fault traces, the San Bruno Fault and the Hillside Fault, are mapped through Colma. Very strong shaking would be expected from a seismic event along the active San Andreas Fault, located one mile west from the Town's westerly boundary, or the San Gregorio Fault, which runs along the San Mateo coast.

5.05.335.3 Flood Hazard.

Land subject to flooding is concentrated along Colma Creek, which generally parallels El Camino Real as indicated in Exhibit H-3. Frequent flooding problems near F Street where the channel is constrained and near the wye with Mission Road where runoff accumulates were resolved in 2000. Box culverts were installed at both F Street and at the Mission Road wye to remove peak flow from the existing channel. The box culvert daylights into the open creek channel just south of the future South San Francisco BART Station where the creek capacity has already been increased.

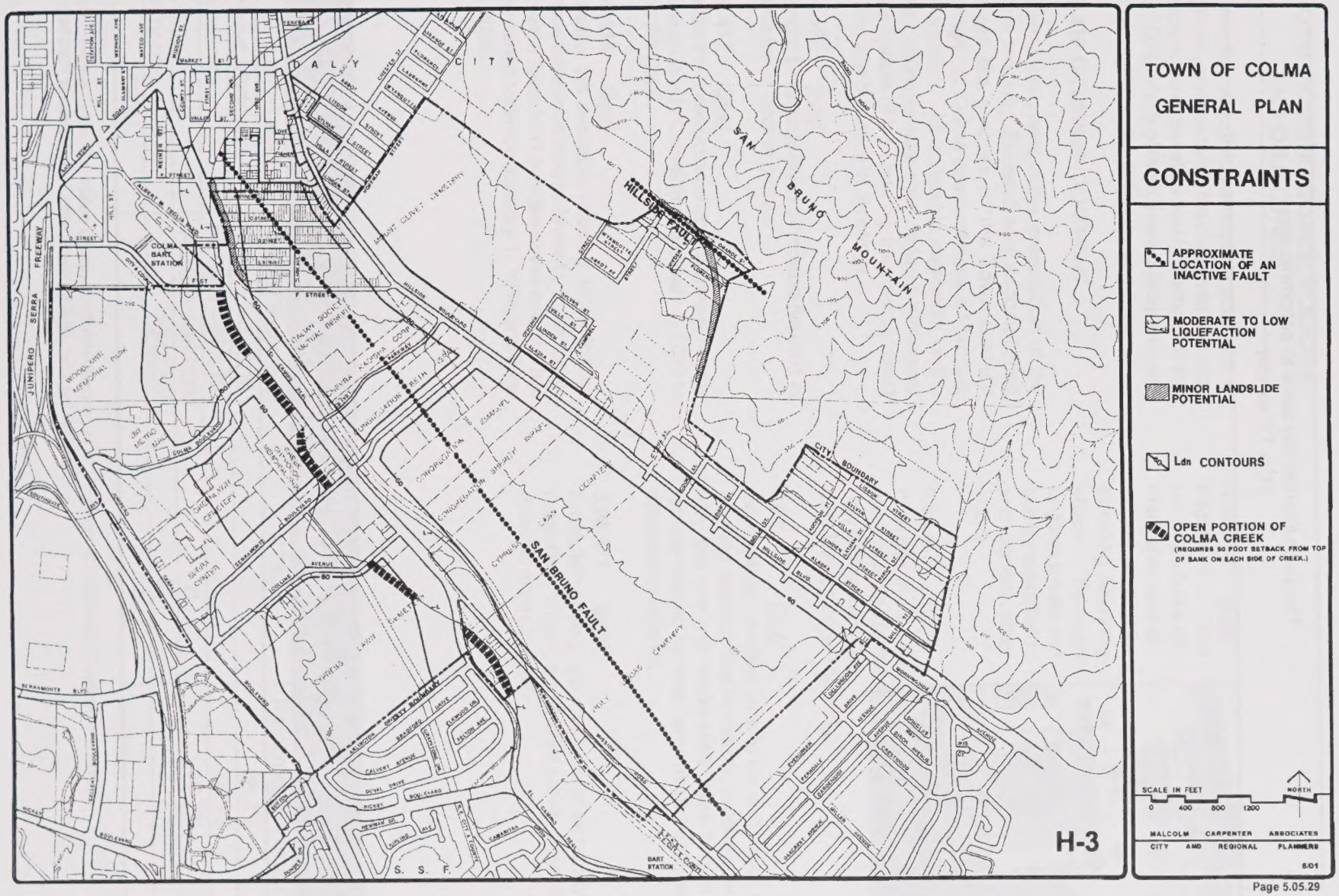
Other locations along the Creek may be subject to minor flooding during a major storm. This constraint could affect new development adjacent to the creek. Mitigation can be accomplished in two ways. All new construction is required to provide on-site stormwater detention to reduce peak runoff to the creek; and, new construction must show that the ground floor elevation is above the flood level.



Colma BART Station on Mission Street.

5.05.336 Public Transportation

Regional transportation is easily accessible from the major residential area of Colma, at the new Colma BART Station and future South San Francisco BART Station. The Colma BART Station, located on Mission Street and across from the Sterling Park residential area, is expected to increase private construction of single family detached development of higher density residential and mixed uses along Mission Street. The future construction of the South San Francisco BART Station, scheduled for completion by Fall of 2002, will also stimulate development of higher density residential and mixed uses on Mission Road.


TOWN OF COLMA
GENERAL PLAN
CONSTRAINTS
APPROXIMATE LOCATION OF AN INACTIVE FAULT
MODERATE TO LOW LIQUEFACTION POTENTIAL
MINOR LANDSLIDE POTENTIAL
Ldn CONTOURS
OPEN PORTION OF COLMA CREEK
(REQUIRES 50 FOOT SETBACK FROM TOP OF BANK ON EACH SIDE OF CREEK.)
SCALE IN FEET
0 400 800 1200
NORTH
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
5/01
H-3
SAN BRUNO MOUNTAIN
HILLSIDE FAULT
SAN BRUNO FAULT
CITY BOUNDARY
COLMA BART STATION
BART STATION
JUNIPERO SERRA FREEWAY
S. S. F.

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5.05.400 HOUSING GOALS, POLICIES, AND OBJECTIVES

This section describes the housing policies and programs, and quantifies the objectives intended to guide housing development in Colma until the year 2006. Many of the following programs are carried over from the 1999 Housing Element.

5.05.410 CITIZEN INVOLVEMENT

Citizen involvement in the preparation of the Colma Housing Element was accomplished through the process of the Town Council hearings, as Colma does not have a Planning Commission. All economic segments of the Town's residents were encouraged to participate in the update of the Housing Element by direct mailing and by notice of meetings.

5.05.411 Goal
Promote the availability of affordable housing in Colma for all income groups.

5.05.412 Goal
Realize the construction of approximately 74 new housing units in Colma from January 1, 1999 to June 30, 2006.

5.05.413 Goal
Increase the available housing stock for the various household income levels by the amounts shown in Table H-11 over the seven and one half year period between January 1, 1999 and June 30, 2006.

5.05.414 Goal
Promote the improvement, maintenance and enhancement of the existing housing stock through ongoing private and public rehabilitation and conservation efforts.

Colma Town Hall.

5.05.415 Goal
Promote the development of a wide variety of housing types and designs in new housing.

5.05.416 Goal
Give special consideration to the expansion of housing opportunities for elderly, handicapped, very low, low and moderate-income persons, female-headed families, large households, and displaced residents.

5.05.417 Goal
Promote housing opportunities for all persons regardless of race, sex, marital status, ancestry, national origin or color.

TABLE H-11
NEW HOUSEHOLDS BY 2001 INCOME LEVELS

Income Level	2001 Income($)[1]	# Units	Percentage of Need[2]
Above Moderate	<$96,101	28	38.2%
Moderate	$68,001 - $96,100	21	28.3%
Low	$42,501 - $68,000	8	10.7%
Very Low	>$42,500	17	22.8%
TOTAL		**74**	

Sources:
[1]2001 Income Limits, San Mateo County, California Department of Housing and Community Development & HUD;
[2]1999-2006 Housing Need Determination, ABAG, adopted April 2001.

5.05.420 HOUSING POLICIES

Overall guiding policies for purposes of implementing the Housing Element are listed below. Detailed implementation measures are in the body of the Housing Element text.

REFERENCE NUMBER	POLICY	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.05.421	Colma should work with other public agencies and with private developers to promote equal housing opportunity and to help guide the private housing market toward providing a wide variety of housing types and sizes capable of accommodating a broad range of income groups, age groups, and "special needs" groups.	
5.05.422	Colma should encourage stabilization and infill of the Sterling Park residential neighborhood with single family detached homes.	Land Use 5.02.320
5.05.423	Colma should encourage innovative zoning proposals which are aimed at reducing housing prices.	
5.05.424	Colma should encourage semi-public and non-profit groups to provide housing for elderly and handicapped "special needs" citizens.	
5.05.425	Colma should encourage the development and expansion of housing opportunities for the elderly through techniques such as smaller unit sizes, parking reduction, common dining facilities and fewer but adequate amenities.	
5.05.426	Colma should encourage the private provision of second unit dwellings in all areas designated for residential use except the Sterling Park neighborhood.	
5.05.427	Colma should enforce the Uniform Building Code regulations regarding provision of handicapped access in multiple residential structures.	
5.05.428	Colma should encourage development of higher density residential uses, mixed uses and small group living facilities near the Colma BART Station and the future South San Francisco BART Station.	Land Use 5.02.335 Open Space/ Conservation 5.04.315
5.05.429	Colma should encourage the development of affordable housing units for households with incomes less than $68,000.	
5.05.430	Colma should maintain housing records and review housing conditions periodically on an ongoing basis to facilitate housing development and improvement.	
5.05.431	Colma should actively support housing opportunities for all persons regardless of race, sex, marital status, ancestry, national origin or color.	

5.05.500 HOUSING OBJECTIVES AND IMPLEMENTATION PROGRAMS

5.05.510 HOUSING PROGRAM STRATEGY

Emphasis in the Colma Housing Element is focused on stabilizing the Sterling Park residential neighborhood while also establishing planning procedures and incentives necessary to guide potential future residential growth in all of the residential areas in Town. To guide future residential growth, the Town has identified sites in Exhibits H-1 and H-2 which are appropriate for a variety of housing types for all income levels (Tables H-11 and H-12). The Town has also ensured that the zoning and development standards will allow development of housing to meet the 1999-2006 housing needs for an additional 74 units. The various approaches which will be employed by the Town in an effort to reach the housing production goals specified in Section 5.05.420 are summarized in Table H-12. A brief discussion of each of these strategies is provided below.

5.05.511 Private Construction

The majority of new housing to be built over the next 7.5 years will probably be a result of private construction activity. With the presence of two BART Stations it is anticipated that there will be an increase in development interest in Colma. This activity makes it likely that the private sector construction goals and possibly the subsidized housing project goals set forth in Table H-12 can be reached.

5.05.512 Second Units

The Town presently allows second dwelling units on all residential lots except in the Sterling Park neighborhood. Sites for potential second units are on existing single family lots scattered throughout the Town, as shown on Exhibits H-1 and H-2.

5.05.513 Subsidized Units

There are a few subsidized units in Town which receive rental assistance, including HUD Section 8 certificates and vouchers, and a unit that is owned by the Town which charges a below-market rate rent and is described in more detail below. The Town recently approved a 63-unit townhouse development on Mission Road. As a condition of approval, the Town required the developer to make one of these rental units affordable for 40 years.

The San Mateo Housing Authority administers the U.S. Department of Housing and Urban Development's (HUD) Section 8 certificates and voucher programs. For both programs, tenants must be very low-income. As of March 2001, County records showed that there were four tenants in Colma receiving rental assistance. In 1998 there were 3 Colma residents who were receiving rental vouchers. A unit at the Senior Housing Complex that was built by the town is charged a below-market rate rent. The Town paid for the construction of this facility with funds from the General Fund and the rents collected go back into the General Fund. There are no locally-subsidized multi-family rental units at risk in Colma that receive governmental assistance under any of the applicable federal, state and local programs.

TABLE H-12
1999 – 2006 HOUSISNG PROGRAM STRATEGY

	Total 1999-6/30/2006 Estimated Need*	Private Construction **	Second Units	Subsidized Housing Tenant***	Subsidized Housing Project	Home Sharing	Rehabil-itated Homes	Conserva-tion****
Very Low	17	11	1	1	2	1	1	1
Low	8	1	1	1	2	1	2	1
Moderate	21	19	1				1	1
Above Moderate	28	28						
Totals	**74**	**61**	**3**	**2**	**4**	**2**	**4**	**3**

- Number of units in each income category followed the percentage of households in each income category in the 1999 – 2006 Housing Need Determination, ABAG. See Table H-11.

** Includes 2 density bonus units.

*** Rental Assistance.

**** Home not included in Total New Units goal of 74

5.05.514 Home Sharing

One of the most effective ways of providing affordable housing is home sharing. Home sharing can be facilitated through the provision of information, referral and matching services. It is estimated that up to two low-income accommodations may be facilitated between 1999 and 2006, using this approach. Home sharing is promoted through Colma's Senior Citizen Association and with occasional announcements in the Town's monthly newsletter, and the Daly City Community Service Center has a Home sharing program.

5.05.515 Density Bonuses

For a number of years State law has permitted the allowance of density bonuses to facilitate the provision of affordable dwelling units. To date this program has been ineffective in Colma. In an effort to increase its use, information will be made available to all building permit applicants.

Density bonus incentives that may be offered to Colma developers include reduced parking requirements, reduced development standards, or a waiver of the sewer user fee. By increasing builder awareness of the availability of density bonuses, it is anticipated that two additional units can be privately built by 2006. The Density bonus allowance can be used in all areas of Town except in the Sterling Park neighborhood.

5.05.516 Rehabilitation and Conservation

The Town promotes rehabilitation and conservation of residential properties through several mechanisms such as:

1) Provision of a low cost rehabilitation loan program;
2) Participation in the "Rebuilding Together with Christmas in April";
3) Promotion of a roommate referral for the elderly; and
4) Dissemination of information about San Mateo County Housing Authority's program for rent subsidies.

Colma residences.

The residential zoning district called R-S for the Sterling Park neighborhood serves to conserve the homes in the Town's only residential neighborhood. This ordinance and recent street improvements including the undergrounding of utilities and street beautification, as described in the 1991 Housing Objectives, Program 7.2 found in Section 5.05.600, has encouraged private property improvements in the neighborhood. In addition, the Town is presently enlarging the exisiting recreation facility to include more active and passive recreation areas, which will enhance the neighborhood.

5.05.520 1999-2006 OBJECTIVES AND PROGRAM PRIORITIES

The following section of this element sets forth the specific actions that Colma has undertaken to satisfy the Town's stated housing goals. It is anticipated that the listed programs may be used in various combinations, depending on the situation; therefore, the number of units stated in the goals may be higher than those listed in Table H-12.

Colma Senior Housing.

2001 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL
1 Encourage construction of single family detached homes in the Sterling Park and conserve the existing neighborhood.	***Program 1.1 Mobile Home and Manufactured Housing Design Standards Ordinance.*** By this program, the Zoning Ordinance requires a pitched roof with overhang configuration and wooden exterior sheathing to the ground for any mobile home or manufactured housing unit installed on a permanent foundation of a residential lot in the Sterling Park neighborhood pursuant to Government Code Section 65852.7. This program provides for mobile homes and manufactured housing units while preserving a consistent visual character for housing in the area.	Ongoing Responsible Agency: Colma Planning Department	2 new units
2 Provide incentives that encourage affordable high-density residential uses near major regional transportation facilities, and provide housing accessible to persons with special needs.	***Program 2.1 Parking Variance Relaxation for Elderly and Handicapped Housing.*** The City Council has adopted a policy encouraging variances to relax off-street parking requirements for multiple-unit projects devoted exclusively to elderly and handicapped residents. Reduced parking is particularly applicable to projects which include subsidized units. The City Council will continue to support the Federal Section 202 and 811 Programs (or their replacement), through the County of San Mateo so as to facilitate a non-profit sponsor's federal approval process.	Ongoing Responsible Agency: Colma Planning Department, City Council	5 units
	Program 2.2 Mixed Use District. This program is designed to encourage residential uses in conjunction with commercial uses in the Commercial zones identified by General Plan policy. Stand-alone residential development are allowed on properties targeted for mixed-use in the areas of the Colma and South San Francisco BART stations.	Ongoing Responsible Agency: Planning Department, City Council	10-20 units
	Program 2.3 Sewer User Fee Waiver. This housing program is designed to encourage the development of housing units by the Town paying ongoing sewer usage fees for the residents.	Ongoing Responsible Agency: Colma Planning Department, Public Works	All new housing

continued

2001 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL
2 Provide incentives that encourage affordable high-density residential uses near major regional transportation facilities, and provide housing accessible to persons with special needs.	***Program 2.4 Adopt Density Bonus Provisions for Affordable Housing.*** This program involves revising the Zoning Ordinance general provisions to recognize Government Code Section 65915 requiring local governments to grant density bonuses to developers who set aside at least: • 20 percent of the total units in a development of five or more units for persons or families of Low income; • *or* 10% of units set aside for persons or families of Very Low income; • *or* 50% of the units for senior citizens, without an income level requirement. A density bonus of 25 percent will be provided for all qualifying residential projects whether accomplished by conventional subdivision or by planned development. An additional incentive maybe one of the following: reduced parking standard, reduced development standards, or waiver of sewer fees.	Proposed (Target date April 2002) Responsible Agency: Colma Planning Department, City Council	2 bonus points
	Program 2.5 Senior Housing Project. Through this program the Town maintains and manages their Senior Housing Complex on El Camino Real.	Ongoing maintenance and management of units Responsible Agency: Town of Colma Administration	Maintain full occupancy of all 18 units and continue to subsidize one unit

continued

Colma's Senior Housing Complex on El Camino Real.

2001 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL
2 Provide incentives that encourage affordable high-density residential uses near major regional transportation facilities, and provide housing accessible to persons with special needs.	***Program 2.6 High-Density Housing Near Colma and future South San Francisco BART Stations.*** The Council in 1999 amended the General Plan residential density policy applicable to property fronting on Mission Street between B, C and D Streets and to two large vacant properties fronting onto the west side of Mission Road immediately adjacent to the future South San Francisco BART Station to encourage high density residential facilities in the vicinity of the Colma and South San Francisco BART Stations. General Plan policy facilitates very low-income housing by tying high density directly to the extent to which a project includes very low-income units. The underlying maximum density would be set at 30 units per acre. Incentives for development of these sites may include allowing stand-alone residential development, relaxation of parking standards, sewer usage fee waiver, and/or relaxation of development standards. At the Colma BART Station the regulations require that vehicular access be oriented to Mission Street; that the roofline exhibit a pitched roof treatment and that the east facade of all structures not exceed two stories above ground. This policy facilitates Program 2.4 (Density Bonus Provisions).	Ongoing 63 townhouse units approved near future SSF BART station. No building permit issued to date. Responsible Agency: Colma Planning Department, City Council	20 units at area of Colma BART Station and 76 units at area of future South San Francisco BART Station
3 Encourage medium density clustered development on vacant parcels large enough to accommodate a Planned Development concept.	***Program 3.1 Allow Planned Development Zoning Provisions for Use with Larger Lot Development Proposals.*** The Town's Planned Development Ordinance provides for residential development proposals that would not be possible under the available conventional zoning.	Ongoing Responsible Agency: Colma Planning Department	20 new units

continued

Possible mixed-use building type with residential above retail.

2001 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL
4 Assist citizens in locating and retaining affordable housing and promote equal housing opportunity and Fair Housing.	***Program 4.1 Provide Knowledgeable Housing Referral.*** The Colma Planning Department will retain a listing of major agencies and organizations active in housing related services in nearby cities and a listing of relevant regional, state and federal offices providing project funding and individual assistance. In particular, persons requesting information or assistance relative to Fair Housing discrimination complaints shall be referred to the County Community Services Department and provided with State and Federal printed information concerning Fair Housing Law and rights. Local fair housing policies will be posted for public review at the Town Hall, Colma Community Center, and Senior Housing Complex. The Town supports the Human Investment Project (HIP) which provides affordable housing opportunities to residents of San Mateo County. Information about HIP is periodically printed in the Town's monthly newsletter.	Ongoing Responsible Agency: Colma Planning Department	Assist in locating affordable housing
	Program 4.2 Section 8 Rental Assistance. By this program, the Town will actively encourage very-low income households to apply to the San Mateo Housing Authority for rent subsidies. Information on application dates and contacts will be disbursed to the community by the Colma Planning Department, in addition to the Housing Authority's local advertisement. The Town's existing newsletter, mailed to all households, is also utilized to distribute information.	Ongoing Responsible Agency: Colma Planning Department	Continue to have 4 subsidized households; with the addition of 2 more
	Program 4.3 Maintain Roommate Referral for Elderly. The Colma Planning Department will work with the officers of the Local Senior organization to inform them about home sharing and encourage them to keep a listing of local residents who indicate an interest in sharing excess spaces in their homes with an elderly person. The program will involve working with local senior groups and ongoing publicity through the Town's newsletter to keep the program going. In addition, the Town has three bulletin boards (Town Hall; Clark Avenue Park; and Town Community Center) where notices can be posted. The Town also supports the Human Investment Project that provides, among other services, a program for Home sharing Help and Information. The Town also works with the Daly City Community Service Center, which has a roommate referral service.	Ongoing Responsible Agency: Colma Planning Department, Daly City Community Services Center	2 place-ments

continued

2001 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL
4 Assist citizens in locating and retaining affordable housing and promote equal housing opportunity and Fair Housing.	***Program 4.4 Maintain Up-to-Date Housing Records.*** By this program a master list of total housing units and the estimated population will be maintained by the City Planner and updated annually using building records. The City Planner also maintains the list of housing needs, taken from the General Plan Housing Element, and provide up-to-date record of needs attainment for use by the City Council in reviewing new development proposals. The City Planner will request information on anticipated rent schedules and sales prices from project proponents to facilitate the needs attainment determination.	Ongoing Responsible Agency: Colma Planning Department and City Council	Keep track of housing
	Program 4.5 Planner Responsibility to Promote Affordable Housing and Mixed-Use. At the time first contact is made with Town staff, developers will be alerted by the City Planner to the Town's desire to provide a wide range of housing, including units affordable to lower income households. The Planner will inform prospective developers of the numerous alternatives for financing the construction of affordable housing units and provide them with a list of vacant and redevelopable properties in Colma.	Ongoing Responsible Agency: Colma Planning Department and City Council	Facilitate affordable housing
	Program 4.6 Town Responsibility to Promote Emergency and Transitional Shelter. By this program the Town will maintain a list of homeless assistance resources, Appendix C, and maintain communication with Daly City Community Services Center (Telephone: 991-8007) in order to better facilitate the provision of adequate emergency and transitional housing to Colma residents. The Town also will continue to support the Shelter Network of San Mateo County that provides emergency shelter and transitional housing, the Daly City Emergency Food Pantry, and the North County Emergency Shelter Project.	Ongoing Responsible Agency: Colma Planning Dept., Daly City Community Services Ctr., Daly City Emergency Food Pantry, County Family Hsg. & Homeless Trust Fund	Facilitate emergency and transitional shelter for those needing these services
5 Recommend and promote energy conservation in existing and new housing.	***Program 5.1 Educate Homeowners and Builders to Incorporate Energy Conservation Features in their Remodeling and New Construction.*** Colma Planning Department will maintain and distribute Federal and State printed information on passive and active solar design, insulation techniques, utility bill savings, interest free utility loans, and tax advantages of energy conservation techniques.	Ongoing Responsible Agency: Colma Planning Department	Facilitate energy efficient housing
	Program 5.2 Maintain Up-to-Date Information on Energy Conservation and Solar Design Standards and Techniques. The City Planner will encourage builders and remodelers to incorporate solar energy design and energy conservation components into new construction during the initial design review phases of development applications.	Ongoing Responsible Agency: Colma Planning Department	Facilitate energy efficient housing

continued

2001 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL
6 **Promote the conservation and improvement of the condition of existing housing stock, and encourage remodeling and expansion efforts by homeowners.**	***Program 6.1 Home Repair, Conservation and Rehabilitation.*** This program is designed to assist lower and very-low income homeowners in rehabilitating their existing residences. The City Council will continue their agreement with the County of San Mateo to offer long term three percent rehabilitation loans through the County HCD Housing Rehabilitation Services program and as appropriate direct mobile home owners to the County's Pilot Mobile Home Rehabilitation Program. In addition, the Town annually participates in the "Rebuilding Together with Christmas in April" program organized by the Mid-Peninsula Housing Coalition. Through this program Colma citizens volunteer to rehabilitate a needy residence in the area. Through the establishment of the R-S zoning District the Town has stabilized and conserved housing in the Town's only residential neighborhood, Sterling Park. This ordinance protects the characteristics that attract residents to the Sterling Park neighborhood by regulating elements such as the lot size, building height, building setback and design components.	Ongoing Responsible Agency: Colma Planning Department, City Council	4 improved properties
	Program 6.2 Underground Utilities in the Mission Road Corridor to improve Community Commitment to Neighborhood Pride. The Town will work with P.G.& E. to fund the undergrounding of utilities in the Mission Road corridor. It is hoped that this program will encourage private property improvement through the beautification of the neighborhood.	Proposed (Target Date: 2005/2006) Responsible Agency: Colma Planning Department, Public Works	Volunteer improve-ment of two properties per year
	Program 6.3 Selected Use of Revenue and Taxation Code Section 17274. Utilize tax code provisions as a last resort to ensure proper maintenance of housing stock. Income tax deductions to owners of substandard rental property can be denied if health and safety hazards persist.	Only to be pursued as a last resort Responsible Agency: Colma Planning Department	

A new residential building.

5.05.600 EVALUATION OF EXISTING 1999 HOUSING PROGRAMS

The 1999 Housing Element identified a number of programs designed to facilitate affordable housing and quantified the number of units to be achieved through the various programs.

The eight-year housing need between 1998 and 2005 presented in the 1999 Housing Element called for 42 new units, or 5.26 per year. However, Town records show that during the period of 1998 through 2000, only 3 new units were built – an average of one unit per year. There are several factors which influenced the Town's ability to reach its goal of 5.26 new housing units per year: a moratorium on second units, the loss of larger vacant parcels to other uses, the lack of developer interest or follow through, and the infeasibility of building in this area. In 1998, the Town placed a moratorium, and later a zoning restriction, on second units in the Sterling Park neighborhood to preserve the scale and character of the area. In addition, some of the larger parcels in the neighborhood were dedicated to a new community park and City Corporation Yard, which reduced the number of parcels that were more economically attractive for development. Other parcels in Sterling Park have physical site constraints or require redevelopment, which may discourage development. Also, developer interest for the smaller vacant lots in Sterling Park may be minimal due to marginal profit margins. An area with lower housing values and high land costs as found in Colma typically has a slower rate of construction. However, there has been some interest in a few of the larger parcels found in the Town. One of these sites has an approved master plan for 18 townhomes, but a building permit application has not been submitted. Another site with 63 proposed condominiums has recently been approved by the City Council. A building permit aplication is being prepared but has not been submitted. A third site has had some developer interest but no action has been taken to date.

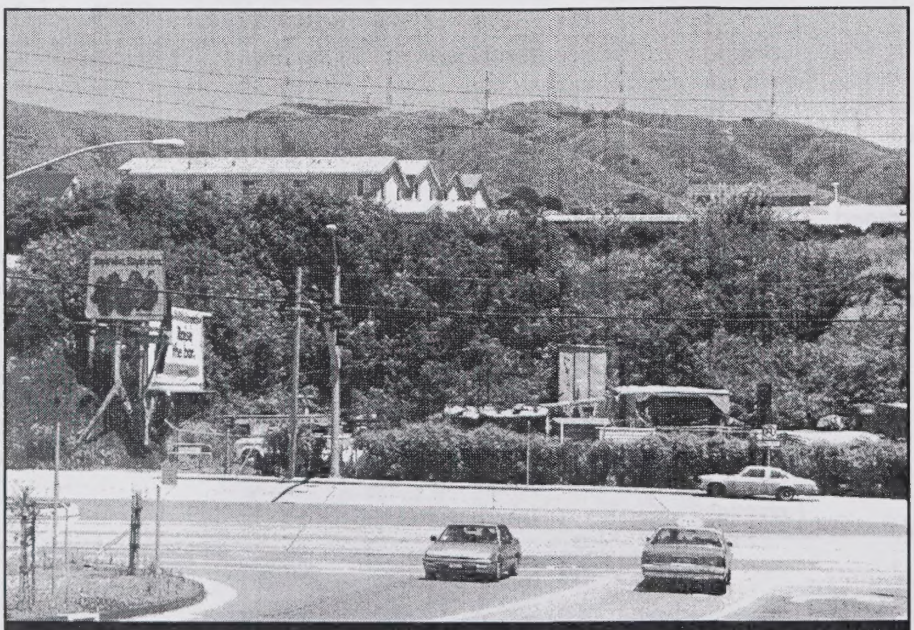
Each of the policies in the 1999 Housing Element are evaluated below. The original goal and the actual result is shown.

1999 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
1 **Encourage construction of single family detached homes in the Sterling Park neighborhood and conserve the existing neighborhood.**	***Program 1.1 Mobile Home and Manufactured Housing Design Standards Ordinance.*** This program as defined by the Zoning Ordinance requires a pitched roof with an overhang configuration and wooden exterior sheathing to the ground for any mobile home or manufactured housing unit installed on a permanent foundation of a residential lot in the Sterling Park neighborhood pursuant to Government Code Section 65852.3. This program provides for mobile homes and manufactured housing units while preserving a consistent visual character for housing in the area.	Ongoing. Adopted in 1983	2 new units	0 new mobile home units in Sterling Park neighborhood; new mobile home for nursery caretaker. Most builders are intent on building new structures rather than using mobile homes and manufactured housing

continued

1999 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
2 **Provide incentives that encourage affordable high-density affordable residential uses near the major regional transportation facilities, and provide housing accessible to persons with special needs.**	***Program 2.1 Parking Variance Relaxation for Elderly and Handicapped Housing.*** The City Council has adopted a policy encouraging variances to relax off-street parking requirements for the multiple-unit projects devoted exclusively to elderly and handicapped residents. Reduced parking is particularly applicable to projects that include subsidized units. The City Council will continue to support the Federal Section 202 and 811 Programs (or their replacements), through the County of San Mateo in order to facilitate a non-profit sponsors federal approval process.	Ongoing. Enacted in 1984	2 units	1 affordable unit in a proposed townhouse development on Mission Road by SSF BART.
	Program 2.2 Mixed Use District. This program is designed to encourage residential units in conjunction with commercial uses in the Commercial zones identified by the General Plan policy. Stand-alone residential development may be allowed on properties targeted for mixed-use in the areas of Colma and South San Francisco BART Stations.	Ongoing. Enacted in 1987.	10 to 20 units	63 townhouse units approved near future SSF BART Station on Mission Road.

continued



Potential sites for redevelopment on Mission Street near Colma BART station.

1999 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
2 Provide incentives that encourage affordable high-density residential uses near the major regional transportation facilities, and provide housing accessible to persons with special needs.	***Program 2.3 Sewer Usage Fee Waiver.*** This housing program is designed to encourage the development of rental housing units in the areas designated for mixed use commercial. For all future renter-occupied multiple family residential development projects, containing more than five units with densities exceeding 15 units per acre, located within this area, the Town will pay sewer usage fees for residents. At this time all new units in Sterling Park automatically get this fee waiver.	Ongoing. Enacted in 1984	2 Housing Units in areas other than Sterling Park to achieve housing objectives.	3, in 2001, newly constructed units in Sterling Park neighborhood
	Program 2.4 Adopt Density Bonus Provisions for Affordable Housing. This program involves revising the Zoning Ordinance general provisions to recognize Government Code Section 65915 requiring local governments to grant density bonuses to developers who set aside at least: • 20 % of the total units in a development of five or more units for persons or families with low income; • or 10% of units set aside for persons or families of Very Low Income; • or 50% of the units for senior citizens, without an income level requirement. A density bonus of 25 percent will be provided for all qualifying residential projects whether accomplished by conventional subdivision or by planned development.	Not adopted yet	2 bonus units	0
	Program 2.5 Senior Housing Project. Through this program the Town maintains and manages their Senior Housing Complex on El Camino Real.	On-going. Built in 1993; maintenance and management of units.	Maintain full occupancy of all 18 units and continue to subsidize one unit.	All 18 Senior units are occupied, and one continues to be subsidized.

continued

Home Sweet Home: a residential care facility.

1999 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
2 Provide incentives that encourage affordable high-density residential uses near the major regional transportation facilities, and provide housing accessible to persons with special needs.	***Program 2.6 High Density Near Colma BART Station.*** The Council amended the General Plan residential density policy applicable to property fronting on Mission Street between B, C and D Streets and to two large vacant properties fronting onto the west side of Mission Road immediately adjacent to the future South San Francisco BART Station to encourage high-density residential facilities in the vicinity of the Colma and South San Francisco BART Stations. General Plan policy facilitates very low income housing by tying high density directly to the extent to which a project includes very low-income units. Maximum density is set at 30 units per acre. Incentives for development of these sites may include the allowance of stand-alone residential development, relaxation of parking standards, waiver of sewer usage fees, and/or relaxation of development standards. At the Colma BART Station, the regulations require that vehicular access be oriented to Mission Street; that the roofline exhibit a pitched roof treatment and that the east façade of all structures not exceed two stories aboveground. This policy should facilitate Program 2.4 (Density Bonus Provisions).	General Plan update was adopted in 1999.	20 units at Colma BART area and 76 units at area of future South San Francisco BART Station.	63 high-density townhomes were recently approved by the City Council at a site next to the South San Francisco BART Station. There has been some developer interest in a site near Colma BART Station, but no action has yet been taken.

continued

Colma BART Station (left) and an example of housing with a pitched roof.

1999 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
3 Encourage medium density clustered development on vacant parcels large enough to accommodate a Planned Development concept.	***Program 3.1 Adopt Planned Development Zoning Provisions for Use with Large Lot Development Proposals.*** A new Planned Development Ordinance was adopted in 1982 to provide for residential development proposals that would not be possible under the available conventional zoning.	Ongoing. Amended in 1987; adopted in 1982	20 new units	63 units approved in late 2001; and 18 units approved but a building permit has not been submitted for either project.
4 Provide Incentives that Encourage Lower Cost Owner Units	***Program 4.1 Allow the Development of Condominiums and Condominium Conversion.***	**PROGRAM DELETED.**	0 units	0 units converted.
5 Assist citizens in locating and retaining affordable housing and promote equal housing opportunity and Fair Housing.	***Program 5.1 Provide Knowledgeable Housing Referral.*** The Colma Planning Department will retain a listing of major agencies and organizations active in housing related services in nearby cities and a listing of relevant regional, state and federal offices providing project funding and individual assistance. In particular, persons requesting information or assistance relative to Fair Housing discrimination complaints shall be referred to the County Community Services Department and provided with State and Federal printed information concerning Fair Housing Law and rights. Local fair housing policies will be posted for public review at Town Hall. The Town supports the Human Investment Project (HIP) which provides affordable housing opportunities to residents of San Mateo County.	Ongoing. Implemented in 1982-83	Assist in locating affordable housing	Ongoing
	Program 5.2 Section 8 Rental Assistance. By this program the Town will actively encourage very-low income households to apply to the San Mateo Housing Authority for rent subsidies. Information on application dates and contacts will be disbursed to the community by the Colma Planning Department, in addition to the San Mateo Housing Authority's local advertisement. The Town's existing newsletter, mailed to all households, is also utilized to distribute information.	Ongoing	Continue to have 4 subsidized households; with an addition of 2 more.	4 units receiving Section 8 rent subsidies (2001)

continued

1999 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
5 Assist citizens in locating and retaining affordable housing and promote equal housing opportunity and Fair Housing.	***Program 5.3 Maintain Roommate Referral for Elderly.*** The Colma Planning Department will work with the officers of the local senior organization to inform them about homesharing and encourage them to keep a listing of residents who indicate an interest in sharing excess space in their homes with an elderly person. The program will involve working with local senior groups and ongoing publicity through the Town's newsletter to keep the program going. In addition, the Town has 3 bulletin boards (Town Hall, Clark Avenue Park, and Town Community Center) where notices can be posted. The Town also supports the Human Investment Project which provides, among other services, a program for Homesharing Help and Information. The Town also works with the Daly City Community Service Center, which has a roommate referral service.	Ongoing. Implemented in 1982-83	2 placements	Ongoing.
	Program 5.4 Maintain Up-to-Date Housing Records. By this program a master list of total housing units and estimated population Town-wide will be maintained by the City Planner and updated annually using building records. The City Planner also maintains the list of housing needs, taken from the General Plan Housing Element, and provide up-to-date record of needs attainment for use by the City Council in reviewing new development proposals. The City Planner will request information on anticipated rent schedules and sales prices from project proponents to facilitate the needs attainment determination.	Ongoing. Implemented in 1982	Keep track of housing	Ongoing.
	Program 5.5 Planner Responsibility to Promote Affordable Housing. At the time a developer first contacts Town staff, the City Planner will alert the developer of the Town's desire to provide a wide range of housing costs, including units affordable to very low and lower income households. The Planner may inform prospective developers of the numerous alternatives for financing the construction of affordable housing units.	Ongoing. Implemented in 1982	Facilitate affordable housing	Ongoing.

continued

1999 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
5 Assist citizens in locating and retaining affordable housing and promote equal housing opportunity and Fair Housing.	***Program 5.6 Town Responsibility to Provide Emergency and Transitional Shelter.*** By this program, the Town will improve communication with the Daly City Community Service Center (telephone 991-8007) in order to better facilitate the provision of adequate emergency and transitional housing to Colma residents. The Town also will continue to support the Shelter Network of San Mateo County, which provides emergency shelter and transitional housing.	Ongoing.	Facilitate emergency and transitional shelter for those needing services.	Ongoing
6 Recommend and promote energy conservation in existing and new housing.	***Program 6.1 Educate Homeowners and Builders to Incorporate Energy Conservation Features in their Remodeling and New Construction.*** Colma Planning Department will maintain and distribute Federal and State printed information on passive and active solar design, insulation techniques, utility bill savings, interest free utility loans, and tax advantages of energy conservation techniques.	Ongoing. Implemented in 1983	Facilitate energy efficient housing	Ongoing
	Program 6.2 Maintain Up-to-Date Information on Energy Conservation and Solar Design Standards and Techniques. The City Planner will encourage builders and remodelers to incorporate solar energy design and energy conservation components into new construction during the initial design review phases of development applications.	Ongoing. Implemented in 1983	Facilitate energy efficient housing	Ongoing

1991 OBJECTIVE	PROGRAM	PROGRAM STATUS	GOAL	RESULTS
7 Promote the conservation and improvement of the condition of existing housing stock, and encourage remodeling and expansion efforts by homeowner.	***Program 7.1 Home Repair and Rehabilitation.*** This program is designed to assist very low and lower income homeowners in rehabilitating their existing residences. The City Council will continue their agreement with the County of San Mateo to offer long term three percent rehabilitation loans through the County HCD Housing Rehabilitation Services program and appropriate as appropriate direct mobile home owners to the County's Pilot Mobile Home Rehabilitation Program. In addition, the Town annually participates in the Christmas in April program organized by the Mid-Peninsula Housing Coalition. Through this program Colma citizens volunteer to rehabilitate a needy residence in the area.	Ongoing	4 improved properties	2 homes between 1999 and 2000
	Program 7.2 Underground Utilities in the Sterling Park Neighborhood to Improve Community Commitment to Neighborhood Pride. The Town will worked with P.G.& E. to fund the undergrounding of utilities in the Mission Road corridor. It is hoped that this program will encourage private property improvement through the beautification of the neighborhood.	Proposed target date is June 2002	Volunteer improvement of two properties per year, after the project is in place	Pending
	Program 7.3 Selected Use of Revenue and Taxation Code Section 17274. Utilize tax code provisions as a last resort to ensure proper maintenance of housing stock. Income tax deductions to owners of substandard rental property can be denied if health and safety hazards persist.	Only to be pursued as a last resort		

5.05.700 HOUSING ELEMENT APPENDIX A: POPULATION, EMPLOYMENT AND HOUSING CHARACTERISTICS

5.05.710 POPULATION CHARACTERISTICS

5.05.711 Population Trends

At the time of incorporation in 1924, Colma had a population of 500 people. By 1950, the number of people in the town had decreased to approximately 300. The population again reached 500 in 1960, and continued growing from 1960 to 1970, when it reached a peak of 537 residents. In the 1970's, the Town experienced a second population decline to approximately 400 residents. In 1981 and 1982 the Town annexed additional residential parcels in the Sterling Park area, raising the population to 736. The 1990 adjusted Census indicated that the Town population had grown to 844 and the 2000 Census shows that the population was 1,191 (Table A-1).

The Town has gained roughly 43 new dwelling units and a 57 person group health care facility between 1990 and 2000. Larger household sizes and a vacancy rate of 0 percent have resulted in an approximate increase of 347 in the Colma population, or 41 percent. This compares to a county-wide population increase of 8.9 percent and an overall increase in the Bay Area of roughly 12 percent between 1990 and 2000. Table A-1 shows the growth of the Colma population while Table A-2 shows the population changes in the local and regional populations. Table A-12 shows the general distribution of the 1990 Colma population by census tract as reported in Tables A-1 and A-2.

TABLE A-1
HISTORIC POPULATION TRENDS

Year	Population	Source
1924	500	1
1950	297	U.S. Census
1960	500	U.S. Census
1970	537	U.S. Census
1980	736	U.S. Census
1983	736	Department of Finance
1984	732	City Survey
1985	729	Department of Finance
1990	844[2]	U.S. Census
2000	1,191	U.S. Census

[1] *South from San Francisco*, Frank M. Stanger, San Mateo County, Historical Society, 1963.
[2] 1990 Census figures were adjusted for an incorrect count of housing units as described in Appendix B of this report.

TABLE A-2
RECENT TRENDS IN LOCAL AND REGIONAL POPULATION

	TOWN OF COLMA			SAN MATEO COUNTY			SAN FRANCISCO BAY AREA[4]		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
Total Population	395	844	1,191	588,164	649,623	707,161	4,547,792	5,181,689	5,806,325

Sources: [1] U.S. Census, 1980.
[2] U.S. Census, 1990, STF3 (Aug. '92) & STFIA (May '91).
[3] U.S. Census, 2000.
[4] Includes Alameda, Contra Costa, Marin, San Francisco, San Mateo and Santa Clara Counties.

TABLE A-3 AGE CHARACTERISTICS						
Age Groups	1980[1]		1990[2]		2000[3]	
	Colma (%)	San Mateo County (%)	Colma (%)	San Mateo County (%)	Colma (%)	San Mateo County (%)
Total Population Persons under 18	22.7	23.6	29.7	22.9	25	23
Persons Age 19-64	63.4	65.9	57.8	64.5	59.5	64.5
Persons Age 65 & over	11.2	10.5	12.3	12.2	15.5	12.4
Median Age	34.0	32.9	32.0	35.0	36.9	36.8

[1]U.S. Census, 1980
[2]U.S. Census, 1990,STF3 (Aug. '92), and STF3 (May '92)
[3]U.S. Census, 2000

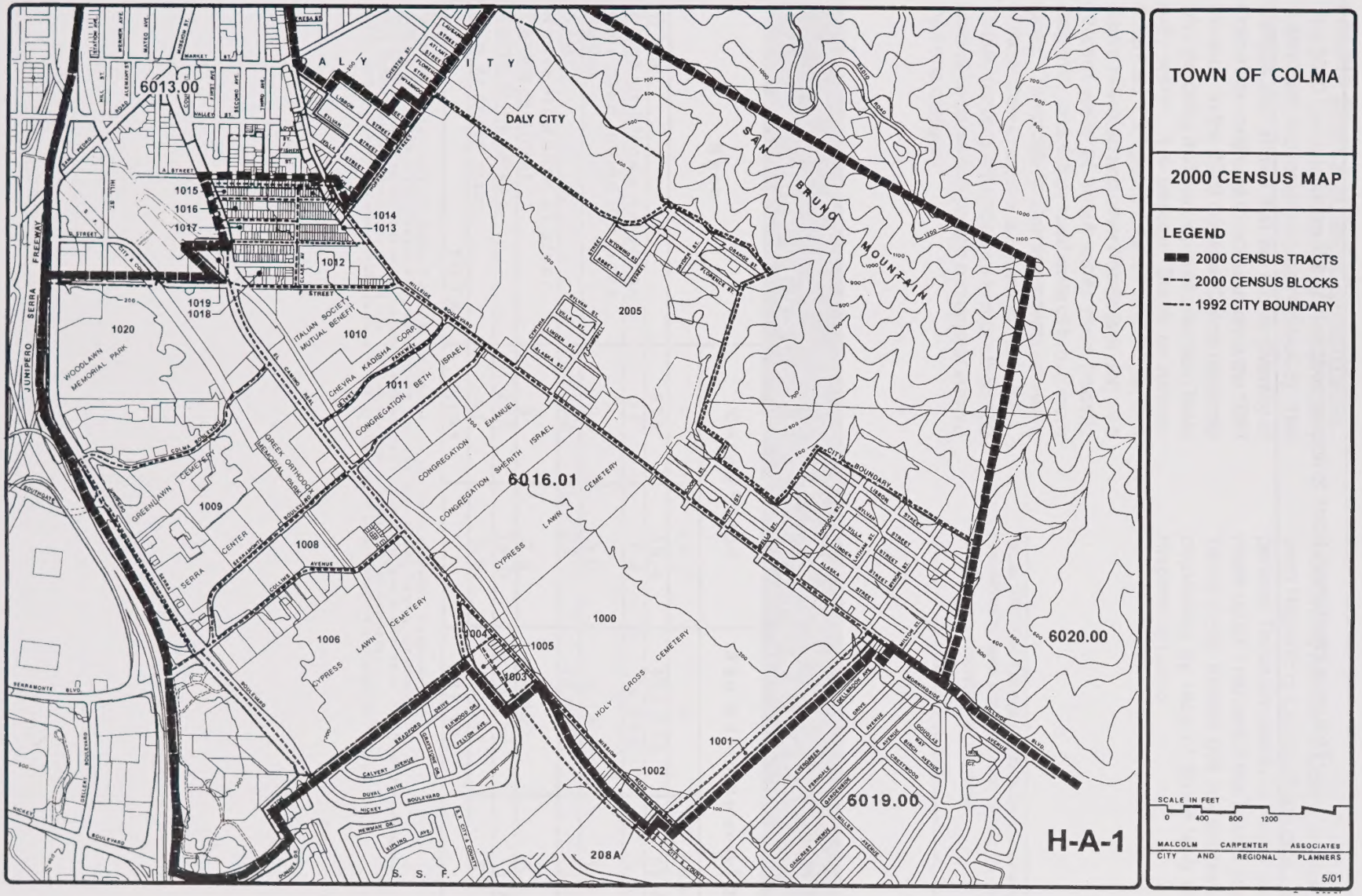
5.05.712 Age Characteristics

The 2000 Census data indicates that the median age of Colma's population was 36.9, which is up from 32 in 1990. A higher birth rate and larger household size has contributed to an increase in the number of children 18 and younger, and a lower mortality rate and aging of the baby-boomer generation has led to an increase in the number of elderly (Table A-3).

An analysis of age groups indicates that the elderly population, as a percentage of the total population, has steadily risen since 1980 from 11.2 percent to 15.5 percent in 2000. In the 1990's, senior citizens in Colma primarily resided in the Sterling Park residential areas (Table A-4), although the Senior Housing Complex (18 units) and Home Sweet Home (a residential care facility for 57 persons) are both located on El Camino Real.

TABLE A-4 1990 LOCATION OF COLMA SENIOR CITIZEN POPULATION		
Residential Neighborhood	Census Tract	Percentage of City-wide Total
Part of Sterling Park	6013.00	9.4%
Mission Road and El Camino Real	6016.01	3.1%
Other	6019.00	0%

U.S. Census, 1990


TOWN OF COLMA
2000 CENSUS MAP
LEGEND
2000 CENSUS TRACTS
2000 CENSUS BLOCKS
1992 CITY BOUNDARY
6013.00
6016.01
6020.00
6019.00
DALY CITY
SAN BRUNO MOUNTAIN
JUNIPERO SERRA FREEWAY
WOODLAWN MEMORIAL PARK
GREENLAWN CEMETERY
CYPRESS LAWN CEMETERY
HOLY CROSS CEMETERY
CHEVRA KADISHA CORP.
CONGREGATION BETH ISRAEL
CONGREGATION EMANUEL
CONGREGATION SHERITH ISRAEL
ITALIAN SOCIETY MUTUAL BENEFIT
GREEK ORTHODOX MEMORIAL PARK
SERRAMONTE BLVD.
H-A-1
SCALE IN FEET
0 400 800 1200
MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS
5/01

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5.05.713 Ethnic and Racial Characteristics

The 2000 Census confirms that the community is ethnically and racially mixed (Table A-5). The Census also shows that the ethnic diversity of Colma has continued to increase since the 1980 Census. In the 2000 Census, Colma residents who indicated that they were of one race (Table A-5) were: 1.4 percent Black or African American, 23.7 percent Asian; and 0.3 percent Native Hawaiian and other Pacific Islander; 19.5 percent were of some other race (mostly Hispanic), and 6.8 percent were of two or more races.* The profile for Colma residents who were of more than one race is shown in Table A-5A. These numbers will added up to more than 100 percent because one person can appear in more than one category.

In 2000, the number of Colma residents whom were Hispanic or Latino, of any race, was 43.9 percent. Those who were not Hispanic or Latino made up 56.1 percent of the Town's population. Table A-5B shows the breakdown of the population by race of those who were not Hispanic or Latino.

*Note: The 2000 Census numbers for Colma's total population by race adds to a total of 100.1%, which is simply due to "rounding" of numbers.

TABLE A-5
2000 CENSUS PERSONS BY ONE RACE

Race	Colma[1] 2000		San Mateo County[2] 2000	
	#	(%)[4]	#	(%)[4]
White	576	48.4	420,683	59.5
Black or African American	17	1.4	24,840	3.5
American Indian & Alaska Native	0	0.0	3,140	0.4
Asian	282	23.7	141,684	20.0
Native Hawaiian or other Pacific Islander	3	0.3	9,403	1.3
Some Other Race	232	19.5	71,910	10.2
Two or more races	81	6.8	35,501	5.0
TOTAL	**1,191**		**707,161**	

Sources:
[1]2000 U.S. Census, QT-PL. Race, Hispanic or Latino, and Age, Town of Colma, California.
[2]2000 U.S. Census, QT-PL Race, Hispanic or Latino, and Age, San Mateo County, California.
[3]The 2000 Census calculates race as the first five categories above, plus "some other race" and "two or more races".
[4]The 2000 Census percentages do not total 100 percent due to "rounding" of numbers.
Note: Information on the number of people who are of Hispanic or Latino origin is provided on Tables A-5B.

TABLE A-5A:
COLMA RACE OR MULTIPLE RACES OF COLMA POPULATION IN 2000

RACE	NUMBER
Total:	**1,191**
Population of one race:	1,110
White alone	576
Black or African American alone	17
Asian alone	282
Native Hawaiian and Other Pacific Islander alone	3
Some other race alone	232
Population of two or more races:	81
Population of two races:	76
White; American Indian and Alaska Native	2
White; Asian	14
White; Some other race	35
Black or African American; American Indian and Alaska Native	1
Black or African American; Asian	1
Black or African American; Some other race	2
American Indian and Alaska Native; Asian	7
Asian; Native Hawaiian and Other Pacific Islander	6
Asian; Some other race	8
Population of three races:	5
White; American Indian and Alaska Native; Asian	1
White; Asian; Some other race	3
Asian; Native Hawaiian and Other Pacific Islander; Some other race	1

Source: Census 2000 PL1. Race [71] – Universe: Total Population.
Data Set: Redistricting Data (Public Law 94-171) Summary File.

TABLE A-5B:
COLMA PERSONS BY RACE AND HISPANIC OR LATINO ORIGIN IN 2000

RACE	NUMBER
Total:	**1,191**
Hispanic or Latino	523
Not Hispanic or Latino	668
Population of one race:	625
White alone	330
Black or African American alone	11
Asian alone	280
Native Hawaiian and Other Pacific Islander alone	3
Some other race alone	1
Population of two or more races:	43
Population of two races	40
White; American Indian and Alaska Native	2
White; Asian	13
White; Some other race	16
Black or African American; American Indian and Alaska Native	1
Black or African American; Asian	1
Asian; Native Hawaiian and Other Pacific Islander	6
Asian; Some other race	1
Population of three races:	3
White; Asian; Some other race	2
Asian; Native Hawaiian and Other Pacific Islander; Some other race	1

Source: Census 2000 PL1. Race [71] – Universe: Total population.
Data Set: Redistricting Data (Public Law 94-171) Summary File.

5.05.714 Large Households, Female-Headed Households and Special Needs Household

In 1990, approximately 14.6 percent of Colma's households were large households with 5 or more members. In 2000, 39 female-headed households in Colma comprised 11.9 percent of the Town's 342 households, as indicated in Table A-6.

Disabled persons with motor limitations represent about 2.6 percent of the population, as indicated in Table A-7.

TABLE A-6
1990 AND 2000 LARGE HOUSEHOLDS AND FAMILIES WITH FEMALE HEADS

Year	Total # of Persons	Total # of Households	# of Households with 5 or More Members		# of Households with Female Heads of Households	
			#	%	#	%
1990	844	314	46	14.6	50	15.9
2000	1,191	342	N.A.	N.A.	39	11.4

Source: U.S. Census 1990 and 2000.

TABLE A-7
1990 NON-INSTITUTIONAL DISABLED PERSONS OVER 16 YEARS OF AGE

Total Number of Persons in Colma	Persons with Public Transit (Mobility) Limitation	
	#	%
844	22	2.6

Source: 1990 U.S. Census, STF3 (Aug.'92); and Section 5.05.040 of this report.

5.05.720 EMPLOYMENT CHARACTERISTICS

5.05.721 Employment Pattern

The 1990 Census data shows that women comprised about 48 percent of the entire labor force, an increase of 4 percent since 1980 (Table A-8). However, the percentage of the female population, over age 16 belonging to the labor force, decreased from 65 percent in 1980 to 55 percent in 1990. This may be because with the increased numbers of small children in Colma fewer women are in the labor force as they are staying home to care for their children. The percentage of working-age males belonging to the labor force rose slightly to 84 percent in 1990, which is up from 80 percent in 1980. Men comprised 52 percent of the entire labor force in 1990 as compared to 56 percent in 1980. The rate of unemployment for men dropped to 2.3 percent, and yet for women, the rate rose to 2.5 percent in 1989.

TABLE A-8
1990 EMPLOYMENT PICTURE

	Persons 16 Years Old and Over	Number in Labor Force	Number Employed	Number Unemployed	Percent Unemployed
Males	283	234	229	5	2.3%
Females	347	218	212	6	2.5%

Source: 1990 U.S. Census, STF3 (Aug. '92); and Section 5.05.040 of this report.

5.05.722 Type and Location of Employment

The most frequent occupations given by Colma residents in 1990 were professional, service, manufacturing and retail jobs. The one job category which showed the highest local increase over the past decade was Managerial and Professional Specialty (Table A-9). Significant declines as a percentage of total jobs were shown in the "blue collar" categories of service occupations, including farm laborers and craftsmen.

Half of Colma's residents (48 percent) appear to be employed in San Mateo County and the rest (51 percent) work in other counties of the Bay Area, as shown in Table A-10.

TABLE A-9
1990 CIVILIAN EMPLOYMENT BY OCCUPATION

Occupation Types	1990 Number Employed	1990 Percent Employed
Managerial & Professional Specialty	98	22.1%
Technical, Sales & Administrative Support	152	34.5%
Service Occupation	65	14.8%
Farming, Forestry & Fishing	12	2.8%
Precision Production, Craft & Repair	53	12.0%
Operators, Fabricators & Laborers	61	13.8%
TOTAL	441	100.0%

Source: 1990 U.S. Census, STF3 (Aug. '92); and Section 5.05.040 of this report.

TABLE A-10 1990 PLACE OF WORK FOR COLMA RESIDENTS	
Place Where Employed	Percent of Workers
Colma	5.0%
San Mateo County	43.3%
Another County	51.0%
Outside of State	0.7%

U.S. Census, STF3 (Aug.'92)

5.05.730 HOUSING AND HOUSEHOLD CHARACTERISTICS

5.05.731 Housing Units and Mix

A total of 342 housing units were counted in Census 2000, which is up from 314 units in the adjusted 1990 Census. The 2000 Census showed that Colma had an average household size of 3.5 persons. The average household size of an owner occupied unit is 3.61 persons, and a rental unit is 3.32 persons. The average household size for Whites alone is 2.79 persons; for Asians alone is 4.53 persons; for Hispanics alone is 4.47 persons; and for African-Americans alone is 2.38 persons. The household size has steadily grown since the 1990 Census, when Colma's household size was 2.69. The 1990 Census also indicated that the predominant housing types in Colma (Table A-11), are single family homes (81.8 percent) followed by duplexes (12.1 percent). The 2000 homeowner vacancy rate was reported by the Census as 0.5 percent in San Mateo County and as 0 percent in Colma. The rental vacancy rate in the 2000 Census for San Mateo County was 1.8 percent and in Colma it was 0.6 percent, which is extremely low.

The principal residential neighborhood in Colma, Sterling Park, is located on the northern boundary of the Town immediately east of Mission Street and includes "B", "C", "D", "E", "F" and Clark Streets. The 2000 Census shows that over 80 percent of the housing units in Colma are located in the Sterling Park residential area (Table A-12 and Exhibit H-A-1). The rest of the households are distributed outside of the Sterling Park neighborhood.

TABLE A-11 HOUSEHOLD SIZE BY TYPE OF RESIDENCE – 1990 CENSUS				
Housing Unit Size	All Units #*	 %*	Vacant %	Total Occupied #
Single Family	257	81.8	0	257
Duplex	38	12.1	0	38
Three to Four Units	11	3.5	0	11
Five + Units	2	0.6	0	2
Mobile Home or Trailer	4	1.3	0	4
Other	2	0.6	0	2
TOTAL	314	100%	0%	314

*Source: 1990 U.S. Census, STF3 (Aug. '92). These figures are from Census Table H20+21+22: Units in Structures. However, this table also includes housing structures with more than 10 units when none of these types of units existed in Colma in 1990 so they were not included in the above table. The Census table also included about 38 mobile homes from South San Francisco due to a Census Boundary Map error, so these were not included in the table above. (Refer to Section 5.05.040).

TABLE A-12 POPULATION AND DWELLING UNIT LOCATION – 2000 CENSUS			
Census Block	Population	Number of Housing Units	Percent of Total Units
Sterling Park			
1012	50	16	4.7%
1013	182	59	17.3%
1014	26	8	2.3%
1015	115	31	9.1%
1016	194	57	16.7%
1017	151	35	10.2%
1018	303	81	23.7%
Subtotal	**1,021**	**287**	**84.0%**
Other Parts of Town			
1000	34	13*	3.8%
1001	0	0	0%
1002	21	6	1.7%
1003	0	0*	0%
1004	0	0	0%
1005	22	5*	1.4%
1006	0	1	0.3%
1008	57	2*	0.6%
1009	26	17	5.0%
1010	2	1*	0.3%
1011	0	0*	0%
1019	0	0	0%
1020	0	0*	0%
2005	8	10*	2.9%
Subtotal	**170**	**55**	**16%**
TOTAL	**1,191**	**342**	**100%**

* Incorrect number of units per Town records. The Census Bureau has been notified of these discrepancies.

5.05.732 Housing Tenure

The 1990 Census, as shown on Table A-13, indicates that approximately 49 percent of the units in Colma were occupied by their "current" tenants for less than five years and that less than one-quarter of the total households have lived at their "present" location for less than two years. Short-term tenancy is likely related in part to the high proportion of rental units in the Town. Census data from 1990 indicated a rate of 53 percent ownership to 47 percent rentership. In 2000, the percentage of homeowners dropped to 52% and rentership increased to 48%.

TABLE A-13 HOUSING TENURE – 1990 CENSUS						
The Year Residency Began at Present Address						
	1989-1990	1985-1988	1980-1984	1970-1979	1960-1969	1959 or Earlier
Percent of Total Units	20.4	28.4	16.0	14.5	10.5	10.2

Source: 1990 U.S. Census, STF3 (Aug.'92).

5.05.733 Housing Condition

Based on the 1990 Census, the median age of residential structures in Colma is 41 years (Table A-14). There was not any significant construction of housing during the 1970's and 1980's. The largest growth period of residential construction occurred in the 1950's when close to 35 percent of Colma's current housing units were built. The 1990's saw a lot of multiple-unit buildings constructed (43 units, excluding the 57 rooms at Home Sweet Home, a residential care facility).

Although the median age of residential structures in Colma was 41 years in 1990, their condition in most cases was well-maintained according to the Town's 2001 Windshield Housing Survey. Close to 92 percent of the units are in "good" condition versus 70 percent in 1980. The number of homes requiring some minor repairs or a new coat of paint has declined since 1998; 6.7 percent "need rehabilitation", and none require major rehabilitation or "replacement." Units requiring rehabilitation are distributed throughout Colma, but are generally most numerous in the Sterling Park neighborhood where the majority of homes are located. A significant amount of rehabilitation and replacement of the older housing stock has occurred in the Sterling Park area since the 1980's.

TABLE A-14
AGE OF HOUSING UNITS – 1990 CENSUS

Year Structure Built	After 1989	1985-88	1980-84	1970-79	1960-69	1950-59	Prior to 1949
Years Old in 1990	1	2-5	6-10	11-20	21-30	31-40	Over 40
Percent of Total Units	2.7	7.7	3.2	10.0	13.5	35.9	26.9

Source: 1990 U.S. Census, STF3 (Aug.'92).

5.05.734 Overcrowding

The 1990 Census revealed that over 17.7 percent of the households in Colma were overcrowded, which is up by 1.6 percent from 1980 (Table A-15).

TABLE A-15
OVERCROWDING – 1990 CENSUS

Persons Per Room	Total # Units	Percent (%)	Overcrowded Units #	Overcrowded Units %
<1.01	258	82.3	0	0.0
1.01 – 1.50	19	6.0	19	6.0
1.51 +	37	11.7	37	11.7
TOTAL	**314**		**56**	**17.7**

Source: 1990, U.S. Census STF3 (Aug.'92) page 15, and 1998 Colma Housing Element Section 5.05.040 recalculated to eliminate units not in Colma.

5.05.735 Housing Cost

The 1990 Census listed the median price for a condominium townhouse as $129,948 and $231,300 for a single family home. Over 34.5 percent of homeowners with mortgages paid over $1,000 a month for their mortgage payment (Table A-16). The most recent data published in November 2000 by Coldwell Banker Residential Real Estate Services reported home values for cities in San Mateo County. From this survey it can be estimated that the average home ownership price has increased 448 percent from the 1980 median sales price of $75,300 to an estimated sales price of $412,700. The median monthly rent in the 1980 and 1990 Census has increased approximately 120 percent from $295 in 1980 to $647 in 1990 (Table A-17). The median rental price of $647 in 1990 has increased to an average cost in 2001 of $2,000. Rental cost increased 209 percent between 1990 and 2001.

When more than thirty percent of a household's income is spent on housing costs, it is spending more than the Industry Standard. In 1990, there were ninety Colma households overpaying for housing, as shown on Table A-18, and most of these households were in the lower income categories. Since the trend of low vacancy rates and high housing costs have continued to escalate, and Colma's average number of persons per household has grown to 3.5, it is safe to assume that in 2001 an even greater number of Colma residents are overpaying for housing.

Coldwell Banker's *Home Value Survey* of San Mateo County in November 2000 recorded an average cost of $284,300 for a condominium and $412,700 for a 3-bedroom house in the North County cities. The San Mateo County Association of Realtors (SAMCAR) Survey of Completed Sales in the First Quarter of 2001 listed an average purchase price in Colma of $303,000 for a condominium and $487,100 for a single family home. The SAMCAR Survey had

TABLE A-16
1990 MONTHLY HOUSING COST FOR OWNER-OCCUPIED UNITS BY MORTGAGE STATUS AND SELECTED OWNER COST

Cost in Dollars	With Mortgage #	%	Cost in Dollars	Without Mortgage #	%
Less than $200	0	0.0%	Less than $100	4	3.0%
$200 - $299	4	3.0%	$100 to $149	13	9.1%
$300 - $399	0	0.0%	$150 to $199	13	9.1%
$400 - $499	7	4.8%	$200 to $249	4	3.0%
$500 - $599	4	3.0%	$250 to $299	6	3.6%
$600 - $699	12	8.5%	$300 to $349	0	0.0%
$700 - $799	11	7.9%	$350 to $300	0	0.0%
$800 - $899	6	4.2%	$400 or More	0	0.0%
$900 - $999	9	6.1%			
$1,000 - $1,249	18	12.7%			
$1,250 - $1,499	20	13.9%			
$1,500 - $1,999	9	6.1%			
$2,000 or More	2	1.8%			
TOTAL	**102**	**72.1%**		40	27.9%
Mean	$1,023		Mean	$164	
Median	$975		Median	$160	

Source: Data on 1990 Census Table H 52 adjusted to reflect correct number of Colma units per Section 5.05.040 in this report.

a 2001 County average of $446,578 for condominiums and $908,593 for single family homes (Table H-5). The average purchase price for single family homes in the North County cities are increasing as indicated by a comparison of the average sales price in 2000 with the first quarter in 2001. In 2000, the average single family home in the North County sold for $391,627. By the first quarter of 2001 the sales price increased 24.4 percent to $487,100.

The 1990 Census median rent was $647 while the Town's 2001 survey of local realtors and classified advertisements found that typical rental costs for a 2-bedroom/2-bath unit was $2000. The shortage of rental units (0.6 percent vacancy rate) has driven up the cost of rental units.

TABLE A-17
MONTHLY HOUSING COSTS FOR RENTER-OCCUPIED HOUSING UNITS BY GROSS RENT 1990* AND 1980

Cost in Dollars	1980 Number of Units	1990 Number of Units
Less than 60	0	0
$69 - $199	0	5
$200 - $249	17	0
$250 - $299	36	16
$300 - $349	9	0
$350 - $399	19	0
$400 – $499	15	13
$500 or more	3	101 **
$500 - $599		7 **
$600 - $649		29 **
$650 - $699		2 **
$700 - $749		6 **
$750 - $999		53 **
$1000+		4 **
No Cash Rent	9	0
Median	$295	$647 Median Gross
Mean	$326	$688 Mean

* Number of Units in 1990 U.S. Census STF3 (Aug. '92) Table H43 adjusted to reflect the corrected number of units in Colma, per Section 5.05.040 of this report.
** Includes all numbers listed below from 500 to 1000+.

TABLE A-18
1990 HOUSEHOLDS OVERPAYING FOR HOUSING

Household Income Level	Renters	Owners	Total
Very Low	41	12	53
Low	13	3	16
Moderate	2	13	15
Above Moderate	0	6	6
TOTAL	**56**	**34**	**90**

* This table shows households paying more than 30% of their incomes towards housing costs.
Source: HCD letter, February 1999; and 1990 Census.

5.05.736 Household Incomes

In the 1990 Census, the mean annual income for Colma residents was $40,484 and the mean income for families was $46,853, as shown in Table A-19. In the 1990 Census, the median income in 1990 for households was $39,028 and for families it was $43,967. The HCD reported that the median income for a family of four in San Mateo County in 2001 was $80,100 (Table H-2).

TABLE A-19
ANNUAL HOUSEHOLD AND FAMILY INCOME IN 1989[1]

	1990 Census Households		Families	
	#	%	#	%
TOTAL	314	100%	235	100.0%
Less than $5,000	8	2.5%	5	2.2%
$5,000 - $9,999	32	10.1%	1	0.4%
$10,000 - $12,499	9	2.7%	5	2.2%
$12,500 - $14,999	7	2.2%	4	1.8%
$15,000 - $17,499	5	1.4%	1	0.4%
$17,500 - $19,999	9	3.0%	9	4.0%
$20,000 - $22,499	17	5.5%	8	3.7%
$22,500 - $24,999	5	1.6%	5	2.2%
$25,000 - $27,499	20	6.3%	16	7.0%
$27,500 - $29,999	5	1.6%	2	1.1%
$30,000 - $32,499	17	5.5%	9	4.0%
$32,500 - $34,999	9	3.0%	14	5.9%
$35,000 - $37,499	9	3.0%	8	3.3%
$37,000 - $39,999	8	2.5%	0	0.0%
$40,000 - $42,499	16	5.2%	16	7.0%
$42,500 - $44,999	20	6.3%	19	8.4%
$45,000 - $47,499	8	2.7%	8	3.7%
$47,500 - $49,999	9	3.0%	9	4.0%
$50,000 - $54,999	21	6.6%	18	7.7%
$55,000 - $59,999	18	5.8%	16	7.0%
$60,000 - $74,999	38	12.1%	36	15.4%
$75,000 - $99,000	21	6.6%	18	7.7%
$100,000 - $124,999	0	0.0%	0	0.0%
$125,000 - $149,999	0	0.0%	0	0.0%
$150,000 or More	3	0.8%	2	1.1%
Mean Income		$40,484		$46,858
Median Income		$39,028		$43,967

[1]Data in Census Table P80 adjusted to reflect corrected number of units in Colma except the percentages were kept the same. Refer to Section 5.05.040 for an explanation.

5.05.800 HOUSING ELEMENT APPENDIX B: 1990 CENSUS

5.05.810 1990 CENSUS ADJUSTMENT

5.05.811 Census Adjustment

When the 1999 Housing Element was being prepared it was found that the 1990 Census data had some errors. The 1990 Census tables for Colma included residential structures with more than 10 units and a large quantity of mobile homes (66). The Town, in 1990, did not have any buildings with more than seven units and only had four known mobile homes. Consequently, the 1990 Census figures were adjusted and the tables revised to delete these extra units. The revised tables show a total of 314 rather than 434 residential units. This resulted in a population figure of 844 rather than 1,091. The percentages used in the Census tables were not revised because the areas immediately adjacent to Colma are characteristically very similar to Colma. The number of multiple units and mobile home units which were deleted from the totals used in this report are shown in bold type in Table B-1.

TABLE B-1
1990 CENSUS TRACT UNIT COUNT CORRECTION

Census Tract*	Single Family	Duplex	3-4 Units	5-9 Units	10-19 Units	20-49 Units	50+ Units	Mobile Home	Other	Total
6013.00	145	10	7	1	**2**	**11**	**70**	1	2	249
6016.01	86	19	10	0	**1**	0	0	3	3	122
6019.00	-	-	-	-	-	-	-	**66**	-	66
Subtotal	231	29	17	1	3	11	70	70	5	437
Town Wide*	257	38	11	2	**10**	**13**	**59**	**42**	2	434
Numbers Used in 1998 Housing Element	257	38	11	2	0	0	0	4	2	314

Source: Census Tract numbers shown are from the 1990 Census, STFIA of May, 1991. This table was later modified by the Census Bureau in August 1992 as shown by the data in the row called "Town Wide". These numbers were modified by the Town of Colma to prepare the 1998 Housing Element so that the numbers reflect the 1990 housing stock in Colma. These corrections are shown in the row labeled "Numbers Used in 1998 Housing Element".

Note: The bold numbers are those units which are not in Colma (large multiple unit buildings) or are incorrect due to a boundary error (too many mobile homes counted).

5.05.900 HOUSING ELEMENT APPENDIX C: HOMELESS ASSISTANCE RESOURCES

5.05.910 SOCIAL SERVICES FOR HOMELESS RESIDENTS

5.05.911 Social Services for Homeless Residents

Colma has had homeless individuals and families reporting to some of the numerous homeless organizations in the North County area. San Mateo County's Center on Homelessness coordinates the provision of services for the homeless throughout the County. The Daly City Community Service Center is responsible for homeless residents of Colma, Daly City and Broadmoor.

The Daly City Community Service Center provides the following services:

1. Comprehensive needs assessment;
2. Crisis intervention;
3. Emergency food, shelter and transportion;
4. Short-term counseling;
5. Advocacy;
6. Outreach;
7. Translation;
8. Employment information and job board;
9. Business clothes closet
10. Housing assistance
11. Case management;
12. Holiday help program;
13. Mobile Health Clinic.

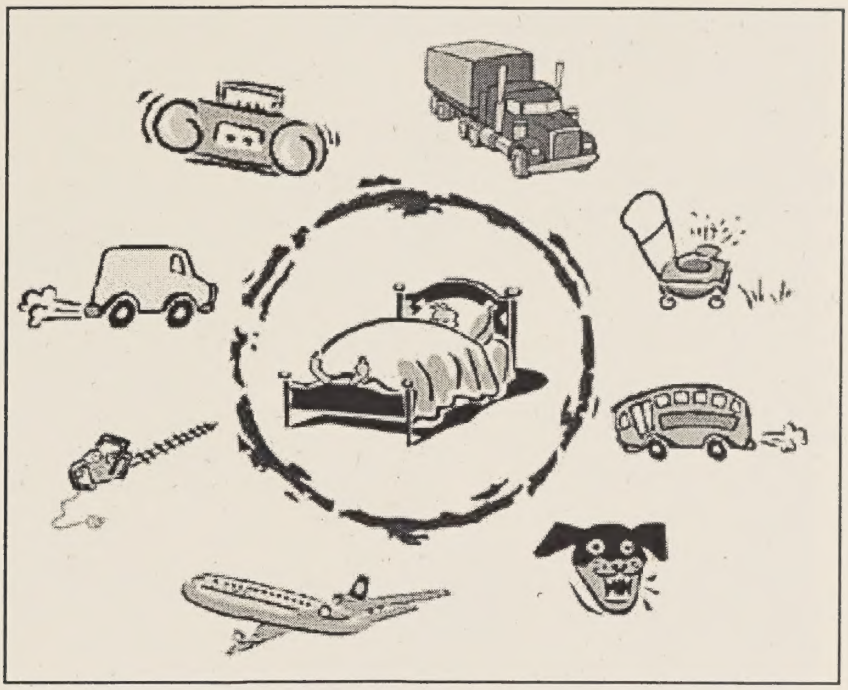
Any person looking for services for the homeless should contact any of the following organizations:

TABLE C-1
HOMELESS ASSISTANCE RESOURCES

ORGANIZATION	ADDRESS	PHONE NUMBER	SERVICES
Daly City Emergency Food Pantry*	War Memorial Building 6655 Mission Street Daly City, CA	(650) 994-5151	Food served 5 – 6 PM; Monday, Tuesday & Thursday
Shelter Network of San Mateo County*		(650) 685-5880	Will help find shelter & other assistance
Daly City Community Service Center*	350- 90th Street Daly City, CA	(650) 991-8007	Shelter, food, transportation, & other assistance
Saint Vincent De Paul		(650) 343-4405	Food, rent & other assistance

* The Town of Colma annually donates funds to support these services.

NOISE ELEMENT



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Avoiding harmful and annoying noise levels is important for maintaining Colma's tranquility.

NOISE ELEMENT

5.06.000 INTRODUCTION

5.06.010 PURPOSE

The Noise Element is intended to describe the existing and projected future noise environments in Colma so that harmful and annoying sound levels can be avoided. In the Noise Element major noise sources are identified, noise levels throughout the community are recorded, the effects of noise on the community are discussed, and ways to minimize unwanted noise are outlined.

5.06.020 RELATION TO OTHER ELEMENTS

The Noise Element is closely related to the Land Use, Circulation and Housing Elements. In Colma vehicular traffic is the primary noise generator. Noise sensitive uses, such as cemeteries and residences, should be protected from annoying noise levels. The Noise Element is to be used as a guide to determine noise compatible land uses.

5.06.100 DEFINING NOISE

Noise is defined as "unwanted sound" and is widely acknowledged as a form of environmental degradation. Whether or not a sound is unwanted depends on when it occurs, the activity of listener, the characteristics of the sound and how intrusive it is above background noise levels. Ambient noise is the composite of near and far noise sources and is considered the normal, or existing, level of environmental noise at a given location. Over time people become less aware of and less irritated by sound which is constant. The more a noise exceeds the ambient noise, the more intrusive and less acceptable the noise is to the community. Three qualities characterize the subjective effect of noise on the listener:

1. The frequency.
2. The intensity.
3. The time-varying character.

Frequency is defined as the number of oscillations or vibrations an air particle undergoes in one second. One complete oscillation constitutes one cycle; sound frequency is measured in Hertz (Hz). One Hertz is equal to one cycle per second. Sound is comprised of a broad band of frequencies. The sound spectrum of the human ear is typically described in terms of octave bands which separate the audible frequency range into ten segments from 20 - 20,000 Hertz.

Intensity is the measurement of the sound energy or pressure. The human ear is sensitive to a wide range of intensity. The range of sound pressure levels between the faintest audible sound and the loudest sound the ear can withstand is in the order of one to one billion. In order to conveniently handle this enormous range of numbers, a logarithmic scale has been established so the entire range is compressed to a range or from 0 to 180. The sound pressure scale is expressed in decibels. Because the decibel scale is logarithmic, a small decibel change represents a large change in intensity. A doubling of the sound energy results in an increase of three decibels. The human ear, however, cannot usually perceive a three decibel change, in fact, it usually takes a change of about 10 decibels before a doubling is perceived. For example, 65 dBA is perceived to be twice as loud as 55 dBA.

The time-varying character of sound is particularly important to recognize. Noise levels throughout the community do not remain constant but rather fluctuate over both time and duration. Community noise consists of sources both distant and near to the listener. Distant sources may include traffic, wind and industrial activities. Nearby sources may include traffic, wind and industrial activities. Nearby sources may include individual vehicles passing by, aircraft flying overhead and trains passing by.

5.06.110 MEASURING NOISE

Because the human ear does not hear high and low frequency sounds, sound levels are measured with a sound meter using a filtering device that approximates the hearing response of the human ear. This weighting of noise measurement is referred to as dBA (A weighted decibel scale). The A scale weights the frequency range between 20 to 20,000 Hz. It is one of the most accurate ratings for predicting loudness because both frequency and intensity are registered.

The A-weighted scale accurately describes environmental noise at any one particular time. However, community noise levels vary continuously, therefore all of the individual noise readings must be averaged over a period of time to give an equivalent level. The leq is the average A-weighted noise level during a stated measurement period and is represented by a single number descriptor. The equivalent noise level for a 24-hour time period, expressed as Ldn (Day-Night Average Level) can be plotted on a map to illustrate average noise levels throughout the community.

5.06.120 CUMULATIVE NOISE EXPOSURE - THE LDN

Noise from a passing truck or airplane flying overhead typically increases as the noise source approaches the listener, and subsides as the source draws away. The measurement of one such occurrence is referred to as a 'single event'. In order to determine the total impact of all the single events that occur at a given location, all of the single events must be averaged together to form the equivalent of a steady noise value. The Ldn (Day-Night Average Level) scale provides this average and is particularly well-suited for the purpose because it recognizes that human sensitivity to noise increases during the nighttime. The Ldn divides the 24-hour day into daytime (7:00 A.M. to 10:00 P.M. and nighttime (10:00 P.M to 7:00 A.M.). The Ldn values represented on the noise maps include an addition of 10 dBA for nighttime levels within the 24 hour averages calculated. The community Noise Equivalent Level (CNEL) is another 24-hour average which includes adjustments for evening as well as nighttime noise levels. The Ldn and CNEL are very similar and for all practical purposes, measurements obtained from the two systems are the same. The national trend is toward using the Ldn system. This descriptor is recommended by the Environmental Protection Agency.

5.06.130 HUMAN REACTION TO ENVIRONMENTAL NOISE

At some point in time, noise pollution affects all people in an urbanized environment.
The seriousness of the effect of noise depends on the tolerance of the individual in the community, the types of activities taking place and the character of the noise. The effects of noise on people can be grouped in three categories:

1. Subjective Effects: annoyance, irritation, nuisance.

2. Interference in Activities: disruption of sleep, speech, learning.

3. Physiological Effects: stress, fatigue, temporary or permanent hearing loss.

Most sound levels produce effects in just the first two categories. No completely satisfactory measure of the subjective effects of noise can be made because of the wide range of individual reaction to noise.

High levels of noise for extended periods of time can cause a variety of physiological effects. In addition to hearing loss, continual exposure to excessive noise levels may cause symptoms of anxiety, anger and is apt to aggravate psychiatric disorders. The Environmental Protection Agency has identified 75 decibels as the highest eight-hour noise exposure threshold to prevent hearing loss.

When continuous noise levels reach 75 dBA and above, some hearing loss may begin to occur. Noise at this level is likely to be identified as a major source of annoyance by the community. The threshold of human hearing roughly corresponds to 0 dBA while the threshold of pain is approximately 120 dBA. Table N-1 lists typical A-weighted sound levels and shows; that 120 dBA corresponds to a jet plane taking off at 200 feet from listener.

5.06.140 NOISE COMPATIBILITY STANDARDS

Over the years many studies have been performed to determine how much noise is acceptable for different land uses. The Environmental Protection Agency has given emphasis to levels deemed appropriate for residential land uses.

The California Department of Health, Office of Noise Control, has developed a compatibility chart which attempts to match each land use type with an appropriate range of noise levels. The land use compatibility chart, used in conjunction with the noise exposure contours shown on the noise maps, provides a basis for decision making. Proposals for rezoning, for example, can be evaluated for potential noise conflict without much difficulty.

5.06.141 Relation of Noise Element to State Code of Regulations

Title 24 of the California Code of Regulations requires that an acoustical analysis be prepared for new hotels, motels and multiple dwellings which are to be located where the Ldn is greater than 60 outdoors. The acoustical report must discuss how the exterior noise levels can be controlled to 60 Ldn, and how the noise environment inside these structures can be controlled so as not to exceed 45 Ldn. The acoustical analysis is appropriately included as part of an Environmental Impact Report or an be a separate report accompanying the building permit application when no EIR is required.

5.06.142 How to Use the Noise Compatibility Chart and Ldn Contours

The Ldn contours on the noise maps are estimated values based on traffic volumes and known point noise sources. The calculated values have been adjusted to reflect noise measurements taken with a noise meter at a variety of locations and times in the community

The Ldn contours are not intended to be precise for a given location, but rather for use as a guide to determine when site specific acoustic analysis should be undertaken. As such, the noise maps provide an early warning system in the decision making process.

The product of site specific acoustic analysis should be a recommendation of ways in which outdoor noise levels can be controlled to the level set forth in the compatibility chart for the

land use type under consideration, and, for uses covered by the California Administrative Code, recommended ways in which exterior noise can be controlled from intruding to interior spaces. Standards for the preparation of acoustical reports are as follows:

1. Minimum Contents of Acoustical Reports - Site specific reports should contain a brief description of the project and the sensitivity of the land use type to noise, an accurate map describing the setting with surrounding uses and noise sources identified, and a quantitative description of the noise environment. For multi-story structures the report should discuss noise effects for the upper floors. Field noise sample measurement should be taken over several days and the average Ldn calculated should be based on daytime and nighttime readings.

2. Qualifications for Preparing an Acoustical Report - Noise reports should be prepared by an acoustical engineer holding a degree in engineering, architecture, physics or allied discipline able to demonstrate a minimum of two years experience in the following areas of acoustics: transportation noise forecasting, building acoustics, field measurement of noise and mitigation.

5.06.143 Present Noise Environment in Colma

Due to the character of Colma as a Town of cemeteries, the noise environment is generally a peaceful one. A minor amount of noise is generated from residential and cemetery areas by equipment such as lawn motors, air conditioners, backhoes and power tools. Noise form heavy equipment at the Hillside Landfill and from the Town's one industrial activity, Christy Vaults located on Collins Avenue, have limited impact on the overall noise environment.

The primary contributor to the Colma noise environment is vehicular traffic on major thoroughfares. Peak noise levels are generated by truck and commuter traffic on Interstate 280 and El Camino Real, along Serramonte and Junipero Serra Boulevards. To a lesser extent the noise environment is influenced by commuter and shopping traffic on Hillside and Colma Boulevards.

Noise generated from San Francisco International Airport flyovers have little noise impact on Colma. According to airport land use compatibility criteria and noise contours adopted by the San Mateo County Airport Land Use Commission March 1981, impact on the Colma noise environment is less than 65 dBA.

TABLE N-1
TYPICAL A-WEIGHTED SOUND LEVELS

SOUND SOURCE	dBA READING	RESPONSE	
Carrier Deck Operation	145 130	Painfully Loud Limited amplified speech	*noises can cause hearing impairment →*
Jet Takeoff (listener at 200 feet)	120		
Auto Horn (listener at 2 feet) Disco	115	Maximum vocal effort	
Jet Takeoff (listener at 2000 feet) Garbage Truck	100	Very annoying loudness	
New York Subway Station Heavy Truck (listener at 50 feet away)	90	Very annoying loudness	
Alarm Clock	80	Annoying	
Freight Train (listener at 50 feet away) Freeway Traffic (listener at 50 feet away)	70	Telephone use difficult Intrusive noise levels	
Air Conditioning Unit (listener 20 feet away)	60		
Light Auto Traffic (listener 100 feet away)	50	Quiet	
Residential Living Room	40		
Library (soft whisper at 30 feet)	30	Very quiet	
Broadcasting Studio	20 10 0	 Just audible Threshold of hearing	

Noise measurements were taken at a total of four different locations in Colma, using a Quest, Model 215, Sound Level Meter during August 1988. The locations at which readings were taken are shown on the 1988 Noise Map. Ldn contours were plotted using standard statistical methods based on traffic volume information supplied from city-wide traffic counts taken June 1988. The field noise measurements indicate the calculated noise contours to be conservative and the field readings coincide with the calculated contours within a 3 dBA variation.

Analysis of the contour map indicates that a very small portion of the population may be exposed to high noise levels (above 70 dBA). At specific sites the shielding effects of topography and other noise barriers such as solid walls and fences may reduce actual sound levels below that shown in the noise contours. However, the likelihood of noise impact is shown for properties; fronting on El Camino Real, Junipero Serra Boulevard and Serramonte Boulevard west of El Camino Real.

5.06.144 Future Noise Environment in Colma

Traffic on most thoroughfares in Colma is expected to increase by two to three percent per year over the next 15 years as a result of increased development in Colma and the surrounding area. Noise contours along roadways will shift outward with major noise increases occurring along Interstate 280 and El Camino Real. Noise levels are also expected to increase due to increased traffic on El Camino Real and Junipero Serra Boulevard. Increases in noise levels along Hillside Boulevard are expected to occur due to development in South San Francisco. Noise generated by the Colma BART station at the northwest border of the Town has not significantly increased the environmental noise levels in Colma. An increase in noise level at the south end of Colma is anticipated due to construction of the Hickey Boulevard extension between El Camino Real and Mission Road as part of the South San Francisco BART station development. The BART line extension through Colma will be constructed underground following the former Southern Pacific right-of-way.

Noise levels will increase along the south border of Colma following construction of the Hickey Boulevard extension between Mission Road and Hillside Boulevard. This route may modify the noise input farther north on Hillside Boulevard by redirecting traffic flow to the new route.

Table N-2 shows the estimated percentage of population that may be exposed to various intensities of exterior noise levels by the year 2005. This population estimate is based on projected development policies consistent with the Colma Land Use goal of regulating population growth so as not to exceed 1500 total population by the year 2005. The number of persons expected to be living in exterior noise environments exceeding 60 Ldn would decrease from about 26 percent in 1988 to about 25 percent in 2005.

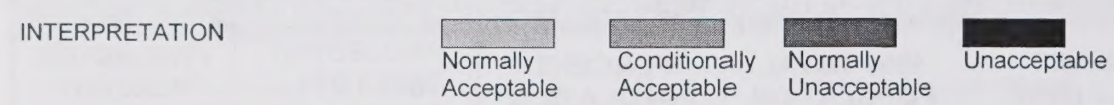
Multi-family dwellings within 359 feet of El Camino Real and within 250 feet of Hillside Boulevard, having direct line of sight to these roadways, will be impacted by noise. Specific locations may be protected by topographic or man made barriers. Where the future use falls within noise contours exceeding 60 dBA acoustic reports should be required in advance of issuing Building Permits.

TABLE N-2
ESTIMATE OF RESIDENTIAL POPULATION AFFECTED BY NOISE

Ldn NOISE LEVELS (dBA)	1988 TOTAL POPULATION	PERCENT POPULATION	PROJECTED 2005 TOTAL POPULATION	PROJECTED PERCENT POPULATION
Below 60	527	74.2%	882	75.4%
60-65	143	20.1%	152	13.0%
65-70	28	4.0%	96	8.2%
70-75	12	1.7%	40	3.4%
Sub-total Above 60	*153*	*25.8%*	*288*	*24.6%*
TOTALS	**710**	**100.0%**	**1170**	**100.0%**

TABLE N-3
LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE LEVEL (cnel) 55 60 65 70 7 80
Residential: Low Density, Single-Family Homes, Duplex and Mobile Homes	
Residential: Multi Family	
Motels and Hotels	
Schools, Libraries, Churches, Hospitals and Nursing Homes	
Sports Arenas, Outdoor Spectator Sports	
Playgrounds and Neighborhood Parks	
Golf Course, Riding Stables, Water Recreation, Cemeteries	
Office Buildings	
Industrial, Manufacturing, Utilities and Agriculture	



5.06.200 COMMUNITY NOISE ENVIRONMENTS

5.06.210 INTERPRETATION OF THE LAND USE COMPATIBILITY CHART

Normally Acceptable. The range of noise levels in this category are compatible with the specified land use type. No special noise insulation is required in buildings of conventional construction.

Conditionally Acceptable. The range of noise levels in this category are higher than those normally acceptable for the specified land use type. A detailed acoustic study should be undertaken to set forth design features that will reduce exterior noise levels and for construction to control the amount of exterior noise reaching interior use spaces.

Normally Unacceptable. New construction or development of the specified land use type should be discouraged. If development is to proceed, a detailed acoustic study must be prepared and needed noise insulation features incorporated into the design.

Unacceptable. New development of the specified land use type should not be undertaken when the site falls within the range of noise levels in this category.

5.06.220 NOISE MITIGATION METHODS

In a situation where the range of noise levels are higher than that considered normally acceptable for a specified land use type, it may be possible to reduce the effective noise level to achieve better compatibility. Each site has its own characteristics and problems, thus mitigation measures which are effective for one project may not apply to another. For this reason it is not appropriate to predetermine the method by which noise levels should be reduced or controlled throughout the community. Regardless of the mitigation measure or combination of measures which is used, it is almost always less costly to include the mitigation in the design phase rather than dealing with the problem later.

The measures or combinations of measures that can be used to mitigate noise fall into four general categories:

1. Site Planning
2. Architectural Treatment
3. Noise Barriers
4. Construction Modification

5.06.221 Site Planning

By taking advantage of the natural shape and contour of sites it is often possible to orient buildings and other uses in a way that will reduce or eliminate noise impact. The ways in which site planning can be used to reduce noise impacts are as follows:

1. Increase the distance between the noise source and the receiver.

2. Place non-noise sensitive land uses (parking lots, maintenance facilities, utility areas) between the source and the receiver.

3. Use non-noise sensitive structures (garages) to shield noise sensitive areas.

4. Orient buildings so that outdoor areas are shielded from noise sources.

5.06.222 Architectural Layout

By attention to the types of uses being accommodated in a structure, the noise-sensitive uses can be moved to the quiet side of the building. Some typical examples are listed:

1. Put bedrooms on the side of the house furthest from roadways.

2. Do not locate outdoor balconies facing major roadways.

3. Design 'U' shaped buildings to shield patios.

5.06.223 Noise Barriers

Solid barriers between the noise source and the noise-sensitive area block out sound waves. The minimum acceptable surface weight for an effective noise barrier is four pounds per square foot (equivalent to 3/4 inch plywood) with no

cracks or openings. To be effective the barrier must interrupt the line of sight between the noise source and the receiver. Noise barriers are created by topographical features in Colma. For instance, the bluff area east of El Camino Real interrupts the line of sight to residences further east. Earth berms can be created by grading to achieve the same result in some instances. It should be noted that short barriers are not effective, regardless of height, because sound waves will pass around the end of them and still reach the receiver. This effect, called flanking, can be minimized by bending the wall or barrier back from the noise source at the ends of the barrier.

5.06.224 Construction Modification.
Indoor noise levels due to exterior noise sources can be controlled by the noise reduction characteristics of the building's shell. In general, windows and doors are the weakest links in the acoustic skin of a building. The amount of insulation and sealing required depends on the amount of noise reduction required. The following approaches may be considered:

- Use solid core doors having an acoustic door gasket.
- Use double paned glass or completely seal windows.
- Add insulation material to walls, ceilings and floors.

TABLE N-4
CNEL (Ldn) LEVELS MEASURED AT SPECIFIC POINTS IN THE COMMUNITY

Readings were taken at four positions in the community as a check on the calculated Ldn contours and to demonstrate the effects of topographic shielding. The Ldn levels at each position are listed below, and shown on the 1998 Noise Level Map.

El Camino Real and Serramonte Boulevard	70 dBA
El Camino Real and F Street	72 dBA
Hillside Boulevard and F Street	67 dBA
Hillside Boulevard and Serramonte Boulevard	68 dBA

EXHIBIT N-1: 1998 NOISE CONTOURS

NOTES:

EXHIBIT N-2: 2015 NOISE CONTOURS

NOTES:

5.06.300 NOISE ELEMENT POLICIES & IMPLEMENTATION MEASURES

The following policies are set forth as a guide to help decision making with regard to noise impacts in Colma. Programs necessary for the implementation of those policies are described in the program section below.

5.06.310 NOISE ELEMENT POLICIES

REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.06.311	The Town should review proposed development with regard to potential noise generation impacts, to ensure that the tranquil atmosphere for the Town's memorial parks is maintained.	The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	Open Space/ Conservation 5.02.311
5.06.312	Land use decisions should include consideration of the noise compatibility chart and acoustic reports required for all development in locations where noise levels exceed the "normal acceptable" range for specified land use types. Mitigation measures should be required if recommended in the acoustic report.	Acoustic reports will be required for applicable new projects, consistent with this policy. The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.06.313	A detailed acoustic report should be required in all cases where hotels, motels and multiple-family dwellings are proposed in areas exposed to exterior noise levels 60 Ldn or greater. Mitigation measures should be required if recommended in the report.	Acoustic reports will be required for applicable new projects, consistent with this policy. The City Planner will make recommendations consistent with this policy to the Town Council for new development projects.	
5.06.314	All BART tail tracks and line extensions through Colma shall be located underground along the former Southern Pacific Railroad right-of-way so that environmental noise impacts is minimized.	The design for the BART line through Colma is consistent with this policy. Any future additions or modifications to the BART line through Colma must be consistent with this policy.	Open Space/ Conservation 5.02.351
5.06.315	An ordinance should be adopted limiting days and hours of construction to provide quiet time.	The City Planner will work with the City Engineer to prepare an ordinance for City Council consideration.	

5.06.400 PROGRAMS FOR NOISE ELEMENT IMPLEMENTATION

Listed below are both existing and proposed actions programs for Plan implementation. Reference is made as to whether the program is existing or proposed, the responsibility for its operation and the noise policies which are affected by its operation.

5.06.410 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRONMENTAL REVIEW PROCEDURES (EXISTING)

In some cases where an initial study of a project indicates that noise may be a significant impact, an acoustic study is undertaken and noise mitigation measures recommended in the EIR.

5.06.411 Responsibilities

City Planner
Prepares initial study; coordinates review process.

Interested Citizens
Provide input regarding report adequacy.

City Council
Decision making body; certifies report.

5.06.420 ZONING ORDINANCE (EXISTING)

Includes Section 5.336(a) which can be used to establish appropriate conditions for the establishment of uses having possible noise impacts. Requirements for the establishment of buffer zones can be made a part of project approval in cases where an environmental report has not been required under CEQA.

5.06.421 Responsibilities

City Planner
Evaluation of projects; coordinates project review.

Interested Citizens
Provide input regarding suitability of noise mitigation and suitability of uses in specific locations.

City Council
Decision making body - recommends, approves, denies proposed project, with or without conditions, based upon findings set forth in the ordinance.

5.06.430 COMMUNITY NOISE ORDINANCE (PROPOSED)

An enabling ordinance setting forth performance standards for various land uses and mechanical devices, measuring techniques to be used and procedures to be taken for the resolution of noise complaints in the community. (Proposed)

5.06.431 Responsibilities

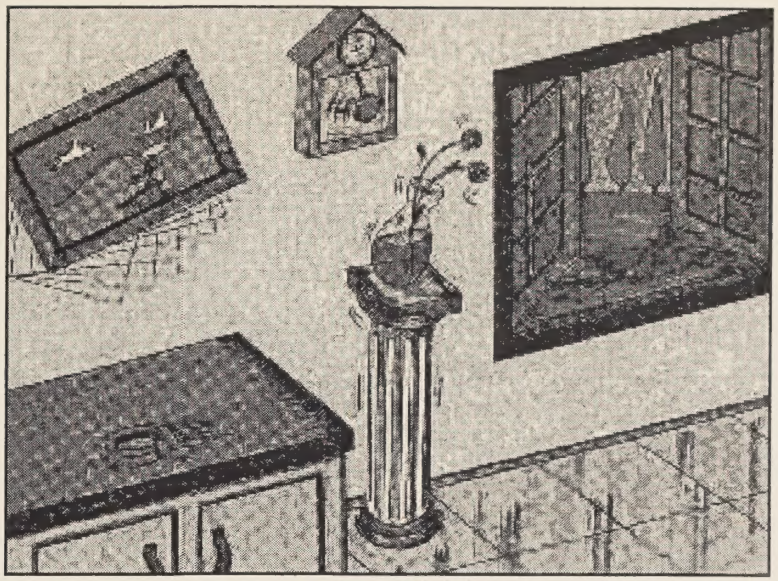
Police Department
Responsible for recording noise complaints; maintains noise monitoring equipment of the City; informs City Planner of ongoing land uses which are in violation of ordinance standards.

City Planner
Responsible for preparing reports for City Council on projects; suggests conditions of project approval consistent with ordinance standards; in cases where existing uses are violating City noise standards the City Planner shall be responsible for initiating abatement proceedings.

Interested Citizens
Provide input on chronic noise problems.

City Council
Decision making body; adopts ordinance.

SAFETY ELEMENT



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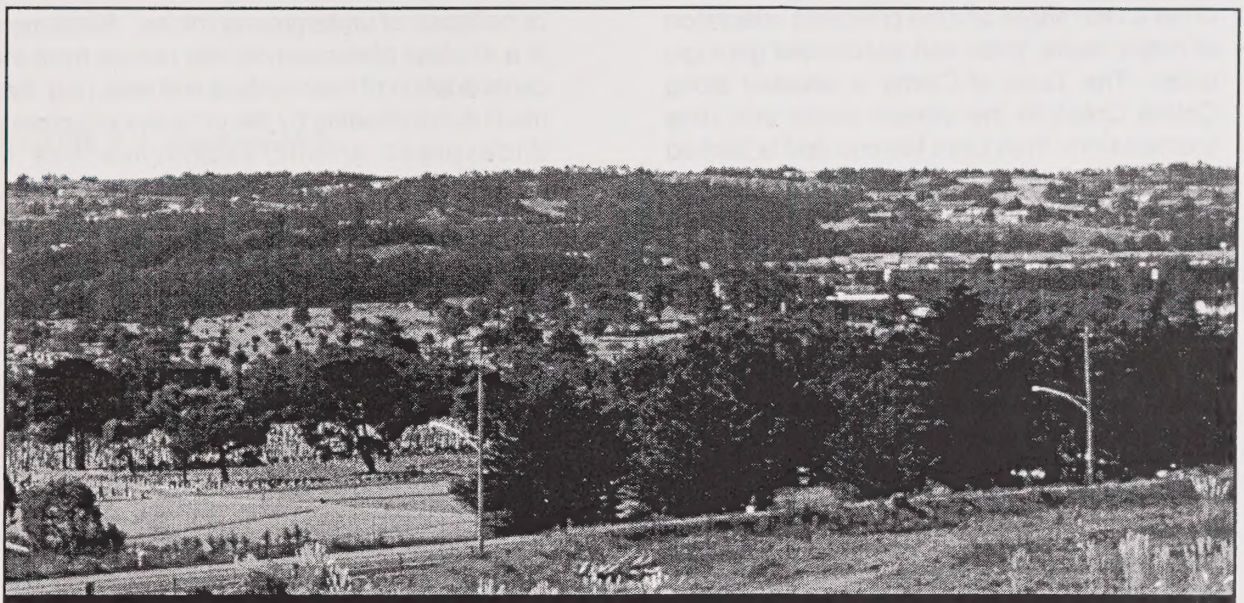
Safety Element Table of Contents graphic from the *Campagna Multimediale di Informazione* of the *Osservatorio Geofisico Sperimentale*, Italy.



Colma is situated in a valley associated with Colma Creek. The area is characterized by rolling foothills extending up from an alluvial plain associated with the creek.

SAFETY ELEMENT

5.07.000 INTRODUCTION

5.07.010 PURPOSE

The Safety Element is intended to reduce the risks of harm to the public resulting from geologic and other hazards. Seismic, geologic and man-made hazards are identified and described, and policies and programs are presented to prepare for, prevent and respond to these potential hazards. The Safety Element also relates local safety planning efforts to Town land use decisions and provides detailed information for decision makers to use.

5.07.020 STATE LAW REQUIREMENTS

State Law, Government Code Section 65302(g) requires cities and counties to identify hazardous conditions and to prepare and implement policies that minimize risks to public health, safety and property. The specific hazards discussed in the Colma Safety Element are:

a) seismically-induced surface rupture,
b) ground shaking,
c) ground failure,
d) liquefaction,
e) slope instability and subsidence;
f) flooding;
g) wildland and urban fires.

Colma is not subject to risk from a tsunami, seiche, or dam failure.

5.07.030 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Safety Element is related to all of the other General Plan Elements. The planning and policy decision making process for land uses, housing, circulation and open space must incorporate the policies of the Safety Element to reduce the risks of geologic and man-made hazards to the public. Safety issues are considered in the designation of land uses, and in the siting and design of buildings and streets.

5.07.100 GEOLOGIC HAZARDS

5.07.110 GEOLOGIC SETTING

5.07.111 Context

The San Francisco Bay Area is generally comprised of northwesterly trending mountain ranges and valleys, which reflect the alignment

of the coast ranges and the prevailing orientation of major faults, folds and associated geologic units. The Town of Colma is situated along Colma Creek in the stream valley that runs southeasterly from Lake Merced and is flanked by the San Bruno Mountains to the northeast and the Santa Cruz Mountains to the southwest. For general reference purposes the creek is considered to run from north to south, and San Bruno Mountain is considered to be east.

The Colma area is dominated, seismically, by the San Andreas Fault system. The main San Andreas fault and associated rift valley lies in the Santa Cruz Mountains, just over one mile west of Colma.

The Colma area is characterized by rolling foothills that extend east and west from the alluvial fan deposit associated with Colma Creek. The bedrock types underlying the Town include the Colma Formation, the Merced Formation, and the Franciscan Formation. The Colma Formation consists of poorly consolidated friable, well sorted, fine to medium grained sand, gravel, silt and clay deposits that form most foothills from Daly City southward through Colma Valley to Burlingame. The Colma Formation overlies the Merced Formation and consists of unconsolidated and moderately consolidated sandy silt and fine sand found throughout the Santa Cruz Mountains. The Franciscan Formation occurs in the San Bruno Mountain foothills. This association is composed of sedimentary volcanic and metamorphic rocks of shale and siltstone containing blocks of sandstone, greenstone and chert. The bedrock and surface geologic characteristics are shown in the Geology Map (Exhibit S-1).

5.07.120 GEOLOGIC HAZARDS

Geologic hazards include subsidence, settlement, and slope instability. The potential for these geologic hazards to occur in Colma is discussed below.

5.07.121 Subsidence and Settlement

Subsidence of the land surface is caused by the extraction of large volumes of fluid (water or petroleum products) from deep in the ground, or collapse of underground mines. Settlement is a shallow phenomenon that results from the consolidation of near-surface soft soils (e.g. Bay mud) due to loading by fills or heavy structures. Widespread ground subsidence due to groundwater or petroleum withdrawal is not a significant potential hazard in Colma. Any hazards associated with settlement can be mitigated by proper foundation engineering.

5.07.122 Slope Instability

Slope instability is associated with landslides and mudslides, which are movements of soil, rocks or debris as a result of falling, sliding or flowing. Slides may occur through natural causes such as heavy rainfall or poorly consolidated bedrock, or through improper land use methods such as overwatering, undercutting slopes or overloading the tops of slopes.

The USGS Preliminary Map of Landslide Deposits in San Mateo County, California, by Earl E. Brady (1972), shows a small landslide deposit on the slope behind the auto dealerships, north of Serramonte Boulevard. Other areas of landslide susceptibility are shown on the Hazards Map (Exhibit S-3). Landslides are not abundant in Colma and the Town has a slope stability rating of "Fair". Areas in Colma with a potential for slope instability are the hillsides with slopes averaging 6 to 23 percent. These areas may experience ground failure due to the unconsolidated geologic units of the soil; however, the failures won't be widespread and catastrophic. In addition, areas where artificial cuts have been made in the alluvium have a minor landslide potential. This could affect the westerly edge of the Sterling Park area, which is on a bluff above El Camino Real, as well as golf course lands at the base of San Bruno Mountain. The recent alluvial materials closest to the Colma Creek drainage have a minor potential for lateral spreading in the event of seismic shaking. To reduce these risks, the Town's Municipal Code (Sections 5.223 and 5.710) calls for geologic and soil reports, as required by the City Engineer, to ensure that structures are appropriately designed and engineered.

FIGURE S-1: Geology Map

NOTES:

5.07.200 SEISMIC HAZARDS

5.07.210 SEISMIC HISTORY

There are no known active or potentially active faults within the Town of Colma. Two inactive faults, the San Bruno Fault and the Hillside Fault trace, have been located within Colma (refer to Exhibit S-3). The San Bruno Fault is a concealed/inferred fault that runs northwest to southeast through the center of Colma. However, the existence of this fault has since been disputed. Investigations by Bonilla (1959) indicated an inconformity within the Merced Formation and folding negating the evidence of the fault.

The Hillside Fault trace is located to the northeast of Colma along the southern base of the San Bruno Mountains. This fault, mapped by Bonilla (1971), separates the fairly coherent sandstone blocks of the San Bruno Mountain to the northeast from the extensively deformed sandstone and shale of the Franciscan assemblage to the southwest. It has not had any apparent movement in over two million years. Seismic information is insufficient to determine the present activity of either the San Bruno or Hillside faults. Both of these faults are close to the San Andreas Fault and, therefore, historic activity cannot be differentiated. **The San Andreas Fault, which is about one mile west of the western boundary of Colma, has had historic surface faulting (including tectonic creep), and continues to be the locus of historic damaging earthquakes.**

The entire San Francisco Bay Area is subject to occasional very strong earthquakes that originate on the San Andreas Fault, which runs along the Pacific coast, the San Gregorio Fault, which is an offshore branch of the San Andreas Fault, and from the Hayward and Calaveras Faults in the East Bay. Historic records show that severe shocks have affected the area in 1836, 1838, 1865, 1906 and 1989. There is a strong possibility that the Town of Colma will experience the effects of an earthquake as large or larger than the 1989 earthquake within the lifetime of most of the present residents. Most geologists and seismologists agree that a large earthquake is likely to occur on the Hayward Fault or the San Francisco Peninsula segment of the San Andreas Fault.

5.07.220 SEISMIC HAZARDS

Seismically induced hazards with potential to affect Colma include ground shaking, ground failure, liquefaction and surface rupture. The likelihood, severity and location of any of these seismically induced hazards occurring in Colma

TABLE S-1
COLMA EARTHQUAKE SHAKING INTENSITIES AND PROBABILITIES

FAULT	FAULT LENGTH AND LOCATION	MAGNITUDE OF CHARACTERISTIC EARTHQUAKE[1]	SHAKING SEVERITY IN COLMA	PROBABILITY OF EARTHQUAKE IN THE NEXT 30 YEARS
San Andreas, Peninsula segment	32 miles, from the Santa Cruz Mountains to just south of the Golden Gate	7.1	VII "Strong Shaking"	23% [2]
San Andreas, Peninsula/Golden Gate segment	55 miles, from the Santa Cruz Mountains to beyond the Golden Gate	7.3	IX "Violent Shaking"	8% [3]
San Gregorio Fault	36 miles along the San Mateo coast	7.1	VII "Strong Shaking"	data not available

[1] Calculated by formula, based on surface fault length and moment magnitude.
[2] Estimate based on date and data of past earthquakes.
[3] Estimate based on a random distribution of earthquakes model.

Sources: *On Shaky Ground Supplement*, Association of Bay Area Governments (ABAG) 1998
Association of Bay Area Governments earthquake web site (1998): http://www.abag.ca.gov

depends upon a specific site's geology, topography, soil type, weather and intensity of development. The Geologic, Seismic-Shaking, and Hazards Maps (Exhibits S-1, S-2 and S-3) provide a basis for evaluating potential hazards in Colma and for requiring a geotechnical study or special engineering, architectural, or site design consideration. The seismic hazards are described below.

5.07.221 Ground Shaking

The primary effect of an earthquake which may be experienced in Colma is ground shaking that could last for up to one minute. The intensity of shaking is measured by the logarithmic Richter scale or rated using the modified Mercalli index. The shaking may cause sliding and tipping over of furniture, falling of objects from shelves, and collapse or partial collapse of weak masonry structures such as water tanks and chimneys. Table S-1 shows the amount of shaking that would occur in Colma from an earthquake, depending on the fault, and the probability of an earthquake occurring on a particular fault in the next 30 years. (When reviewing Table S-1, note that the 1989 Loma Prieta earthquake had a Richter Magnitute of 7.1).

Most of the homes in Colma are single family dwellings that are of standard wood frame construction. Wood frame houses typically have a good record of performance in strong earthquakes, although older homes may experience chimney failure or become separated from their foundations. Generally, unreinforced masonry structures are least able to withstand the lateral force of an earthquake (refer to Section 5.07.222, Dangerous Buildings). The areas most affected by ground shaking are flats, alluvial and filled areas where liquefaction may occur.

5.07.222 Dangerous Buildings

A dangerous building is one that might pose potentially serious risk of loss of life and injury, or of severe curtailment of community services in case of a damaging earthquake. Structures built prior to seismic safety building requirements typically pose the most serious threat to life and safety.

Buildings which can be considered dangerous have exterior parapets and ornamentation

In earthquakes, unreinforced masonry buildings (top) are particularly vulnerable. Wood-frame buildings generally perform well, although an earthquake's lateral force may cause structures to separate from their foundations (the house in the bottom photo was originally positioned next to the stairway).

subject to shaking loose in an earthquake, unanchored exterior walls or sheathing on roof or floors incapable of withstanding lateral loads. Structures exhibiting these characteristics have not been individually identified; however, owners of unreinforced masonry buildings constructed prior to 1933 should have the structures examined by a licensed engineer or architect and should undertake improvement of structures to ensure seismic safety. The Town's Municipal Code (Section 5.407) calls for the abatement of dangerous buildings as specified by the National Construction Codes. These buildings are a public nuisance which require either repair, rehabilitation, or demolition. When a property owner requests any kind of permit from the Town, his or her building will be evaluated for its safety. If the Town Building Official suspects the building to be unsafe, the Town will require the owner to have the building

FIGURE S-2: Predicted Seismic-Shaking Intensities

NOTES:

inspected by a licensed engineer or architect and take the necessary actions to make the building safe.

5.07.223 Ground Failure

A secondary effect of an earthquake is ground failure, which may occur anytime after an earthquake or aftershock. Seismic ground failures are caused by the soil losing its structural integrity through liquefaction, surface ruptures, lurching and settling. Historic data indicates that ground failures could occur along Colma Creek, the westerly edge of Sterling Park, the slopes behind the auto dealers north of Serramonte Boulevard, and along the steeper slopes abutting San Bruno Mountain.

5.07.224 Liquefaction

Liquefaction is a common phenomena during major earthquakes. Liquefaction is the temporary transformation of saturated cohesionless soils (such as sand, silt or gravel) to a liquefied state as a result of seismic ground shaking. Liquefaction typically occurs where the groundwater level is high and increased pressure from the seismic ground shaking restricts the ability of the water to drain away. The trapped water saturates the soil and the soil loses its ability to support the downward load of a structure, causing buildings and foundations to sink and ground shaking to intensify. The relative liquefaction susceptibility and probability of susceptible sediment in subsurface materials is low in most of Colma due to well-drained soils and relatively deep aquifers in the area which decrease the chances of liquefaction.

5.07.225 Surface Rupture

It is unlikely that surface ruptures will occur in Colma because the mapped faults within or in very close proximity to Colma are not known to be active. Surface rupture is typically limited to a narrow zone along an active fault. This might be expected to occur along the main trace and major active branches of the San Andreas Fault during a seismic event. Geologic reports required for specific projects may identify minor fault traces. If so, specific recommendations of the geotechnical engineer should be followed.

5.07.226 Lurching and Settlement

Lurching is the movement of ground materials toward a free face such as a cliff or stream bank. The earthquake forces cause earth to move in the unsupported direction and results in cracks in the ground generally paralleling the exposed bank or stream. Lurching is not related to liquefaction; however it may cause similar structural damage. Roads, structures and patios should be positioned a safe distance away from the top and bottom of banks and cut slopes to minimize damage caused by lurching.

Differential settlement or compaction occurs when earthquake forces cause ground materials to become more dense. This can occur in both dry and saturated granular soils. In saturated soils this occurs when the water drains away, allowing densification. Differential settlement can occur if there are local variations in the types of soil. Structural damage can be caused when different parts of a structure suddenly are non-uniformly supported by the ground below. Buildings should be properly designed and engineered to minimize the impact of ground settlement.

5.07.227 Seismically-Induced Flooding

Seismically-induced flooding may result if water tanks fail or if the San Francisco Water Department's pipeline is broken during an earthquake. The failure of water tanks located in the foothills of San Bruno Mountain may cause flood damage to cemeteries along Hillside Boulevard and some residences within the City of South San Francisco and Daly City. The failure of San Francisco's water pipeline will not result in a catastrophic flood. If the pipeline was completely sheared off during an earthquake the immediate area might be washed out before the Water Department's maintenance crew could shut off the valves to stop the flow of water. The water line through Colma is at a higher elevation than Colma Creek; a break in the pipe would likely result in the water flowing into Colma Creek, thereby limiting the extent of localized flooding. In an effort to reduce the likelihood of the water tanks or San Francisco's water pipeline from flooding areas of the Town, the Town should request that responsible agencies, or entities inspect these facilities to ensure that the supports for water tanks and water pipelines are in good condition to withstand an earthquake.

5.07.300 COMMUNITY SAFETY

5.07.310 FLOOD HAZARDS

Most floods in the Bay Area are generally classified as flash floods. Flash flood conditions typically occur when a moderate rainfall is followed by a heavy rainstorm. The moderate rainfall saturates the soil, allowing minimal additional infiltration. Increased urbanization in the Bay Area has increased the amount of impervious areas and reduced the potential for groundwater infiltration, thereby resulting in increased levels of water runoff and flooding potential.

The Town of Colma is bisected by Colma Creek, which is part of a watershed drainage basin defined by San Bruno Mountain on the east and the ridge traced by Skyline Boulevard on the west. Colma Creek flows through the center of Colma and continues through South San Francisco to the Bay. Colma Creek is part of the San Mateo County Flood Control District. The Colma Creek Flood Control Zone covers approximately 16.3 square miles including the Town of Colma as well as portions of the cities of Pacifica, Daly City, San Bruno and South San Francisco.

Historically, flooding frequently occurred on El Camino Real at F Street, on El Camino Real at Mission Road, and in other localized segments of Colma Creek. Current and past improvements to the Colma Creek drainage channel have reduced the creek flooding. Accordingly, Colma has been determined by the Federal Emergency Management Agency (FEMA) to be only minimally flood-prone and therefore not included on FEMA's official Flood Zone Maps. A General Plan policy requires that on-site detention be provided to reduce peak flows. As part of a 1991 street reconstruction program, the Town installed a larger box culvert under Serramonte Boulevard to increase the capacity of the storm drainage system. Currently the Town is working with CalTrans, BART and the County Flood Control District to resolve the flooding problems along Colma Creek. CalTrans is helping to fund the installation of a bypass culvert at El Camino Real and F Street to relieve an undersized segment of open creek. A box culvert will be installed in the El Camino Real right-of-way down Mission Road. The Flood Control District, with some help from BART and local cities, will fund the extension of the El Camino Real box culvert down Mission Road, the installation of a bypass culvert at the wye, the installation of a second box culvert in Mission Road, and improvements to the creek alignment and capacity south of Colma.

5.07.320 FIRE HAZARDS

Fire hazards pose a threat to life and property. Urban fire hazards include buildings, automobiles, rubbish and unkept vacant lots. Wildland fire hazards include uncultivated land, timber, range, brush and grass lands in undeveloped areas. The Town of Colma has a Fire Protection Program through the Colma Fire Protection District (CFPD) to minimize the risks of urban and wildland fires.

5.07.321 Urban Fire Hazards

Fires in urban areas pose the greatest threat to life and property due to the proximity of people and structures. The types of structures posing the most significant fire hazards within the City are structures built prior to 1940 which have substandard wiring and heating systems. Other sites of fire concern are unmaintained public utility easements, sites with large amounts of fuel and combustibles storage, and unmaintained or poorly maintained buildings.

5.07.322 Wildland Fire Hazards

The California Department of Forestry (CDF) determines the degree of wildland fire hazard based on the natural setting of the area, the degree of human use of the area, and the level and ability of public services to respond to fires that do occur. The CDF has rated the San Bruno Mountain Park and the adjacent undeveloped areas of Colma as areas of moderate fire hazard. Fires in these areas usually occur during the summers, primarily where grass and brush grow. The CDF responds to wildland fires from a number of stations, depending on proximity and availability. The closest station to Colma is at 20 Tower Road in Belmont. Undeveloped areas within Colma are not "wildland areas" as defined by the California Department of Forestry, but CDF

FIGURE S-3: Hazards Map

NOTES:

criteria may be used to identify and evaluate fire hazards in these areas which are CFPD's responsibility.

5.07.323 Fire Control Services

The Colma Fire Protection District (CFPD) provides fire protection to the Town of Colma and the surrounding unincorporated areas. The Colma fire station is located just north of town at 50 Reiner Street near San Pedro Road. The station is staffed by 29 paid call fire fighters and three salaried part-time personnel (Chief, Battalion Chief, and Staff Captain) (1998).

Equipment available to the Fire District includes four engines (three with 1,500 gallon per minute (gpm) pumping capacity and one 1,000 gpm reserve engine), one 75 foot aerial ladder truck and one squad truck (1998). If the unincorporated area where the Colma Fire Station is located is annexed to the City of Daly City, the existing fire protection facilities could continue to operate from its existing location. The station is strategically located relative to Colma's most urbanized areas, and it is convenient to the Sterling Park residential area.

The Colma Fire Protection District will continue to serve the Town of Colma as long as the Town so desires. The District can only be dissolved if its service is limited to the Town of Colma and if the Town elects to operate its own Fire Department. Should the Fire Protection District be dissolved in the future, the Town of Colma should consider either acquiring the District's existing facility and equipment, or acquiring a site for a new public safety facility.

The Colma Fire Protection District currently has an average response time of 3.5 to 4.0 minutes to sites in the Town of Colma. The time it takes to respond to an emergency is important because of the critical care period (seven to eight minutes) needed for physical health emergencies, and the potential for fire to spread and increase in intensity. Mutual aid agreements with other cities and departments ensures that additional fire protection support is available if needed.

Colma's fire protection services are evaluated by the Insurance Service Office (ISO), whose ratings establish the fire insurance rates paid by local residents and businesses. ISO rating

Colma Fire Protection District (CFPD) on Reiner Street

is partially based on such factors as available water supply, manpower and equipment. The Colma Fire Protection District is rated IV on a scale of I-X (1998), where a rating of I is best.

The Town's Fire Protection Program includes plan check and inspection of new structures and remodels in the City. Plan check by the Fire District assures adequate fireflow levels, general access, turnarounds, and other relevant fire protection measures, as well as ensuring that building sites can be readily identified by street names and address numbers. Additional requirements may be the installation of automatic sprinkler systems in all structures that are either 3,000 square feet or more in floor area, more than two stories in height, or 30 feet or more in height. Other requirements may also be imposed as conditions of approval for a project by the Fire Chief. The Fire Protection services offered by the District also include public education programs and building inspection programs. Speakers from the District are generally available to schools and the public for information on fire prevention and protection.

5.07.324 Mutual Aid

Colma has mutual aid agreements with Daly City, San Bruno, Pacifica, South San Francisco and Brisbane. The Fire Protection District's Mutual Aid agreements provide for rapid response to structural fires in the District when requested. When additional help is needed by the Colma Fire Protection District or Police Department, the San Mateo County, Central and South strike teams or County offices, respectively, may be called in. Mutual aid agreements for both the Fire Protection District

and the Colma Police Department provide service anywhere in neighboring jurisdictions when assistance is specifically requested.

5.07.325 Peak Load Water Supply

The required peak load water supply is the amount of water necessary to suppress fire in a structure during peak water use periods. Fire flow requirements are expressed in gallons per minute (gpm), and are determined by type of construction, and size (square footage). The Colma Fire Protection District and Uniform Fire Code requires that all structures have fire flows of no less than 1500 gpm. More may be required in a non-sprinklered building. In order to reduce fire hazard, mitigation may be required in building construction. Mitigation often includes the installation of fire rated walls and automatic sprinkler systems.

5.07.330 HAZARDOUS MATERIALS

"Hazardous materials" include toxic metals, chemicals, and gasses; flammable and/or explosive liquids and solids; corrosive materials; infectious substances; and radioactive materials. The accidental release of a hazardous material to the environment could cause a range of problems, depending on the type, location, and quantity of the material released. There are numerous State and Regional agencies that oversee and monitor the use and disposal of hazardous materials. The efforts of these agencies, in conjunction with periodic inspections by Colma safety personnel, serve to reduce the risk associated with hazardous material.

The Tanner Bill[1] acknowledges that hazardous waste management is a responsibility which must be shared by all communities. Consequently, San Mateo County prepared the San Mateo County Hazardous Waste Management Plan, which Colma adopted. The goals of the Plan are to ensure that hazardous waste is managed to protect public health and safety and preserve the County's economic viability; to reduce the amount of hazardous waste generated in San Mateo County; to promote public confidence in government and industry's ability to safely manage hazardous waste; and to encourage cooperation between government, industry and the public when planning for hazardous waste management.

Pretreatment and disposal through the sewage system is the predominant form of authorized hazardous waste disposal. However, illegal disposal of hazardous waste is a concern which must be addressed. Small generators, including small businesses and households, are the parties primarily responsible for illegal disposal of hazardous waste into sewer systems, at landfill sites, and directly into streams, or dumping along roadways. Federal and State laws have put into place a program to regulate stormwater discharge from certain industrial activities. State and Regional Water Resource Boards are administering the Federal program National Pollutant Discharge Elimination Systems (NPDES). The State's permit is called the General Industrial Activities Stormwater Permit. The program requires specific industrial activities to obtain a NPDES General Permit. Each permit holder must, among other things, develop and implement a Stormwater Pollution Protection Plan (SWPPP) and a Monitoring and Reporting Program Plan. This program will reduce the amount of pollutants entering the storm drainage system and curtail illegal disposal of hazardous waste into the system

5.07.331 Hazardous Material Sites

Colma's hazardous materials storage sites are regulated through the San Mateo County Department of Environmental Health. The County issues permits for underground tanks, hazardous waste generators, and hazardous materials users regulated by the Health and Safety Code (Chapter 6.5 Section 25500 to Division 20). The County regularly inspects the underground tanks in Colma, which are predominantly gasoline storage tanks for service stations and vehicle yards.

Commercial and industrial facilities where hazardous waste is generated and stored for less than 90 days are also inspected and monitored by the County Environmental Health Department.

[1] Government Code Section 6596.1 and 66780.8 and Health and Safety Code Sections 25117.7, 25117.2, 25117.5, 25200.1, 25200.2 and Article 3.5 and 8.7 in Chapter 6.5 of Division 20.

Although the County's permitting procedures are adequate, the Town should be more involved with the management of facilities storing, generating or handling hazardous materials. An inventory of hazardous materials sites within the Town should be compiled and the Town should follow up to see that County permits for the storage and handling of such materials are obtained. Hazardous materials incidents can be handled adequately by the Town's police department and the Colma Fire Protection District. If necessary, additional support or equipment for a hazardous incident is also available through the joint effort of other local and state agencies. Hazardous materials programs adopted by the Town should include continuance of existing programs such as training of police personnel in hazardous materials management and ensuring that businesses are permitted through the County.

State and Regional agencies monitor hazardous material storage sites and generators. The 1998 State list of Hazardous Waste and Substances sites and the County's Fuel Leak list include several sites in Colma. All of the known tank sites have been remedied. Sites with minor amounts of ground contamination have been identified and appropriate mitigation is underway, with appropriate State and County agencies overseeing the remediation. The remediation process typically involves removal of leaking tanks, testing of soil for contamination, removal of any contaminated soil, and backfilling with clean soil. Groundwater monitoring wells are then installed. New installations must use double wall tanks as required by the Uniform Fire Code. In addition, the placement of tanks are inspected and approved by the Colma Fire Protection District.

Landfill sites have the potential to contaminate groundwater and air and to produce hazardous gases. The Bay Area Air Quality Management District (BAAQMD) and the Bay Area Regional Water Quality Control District (RWCQD) both oversee the management and closure of landfill sites to protect the public's health and safety. Landfill sites are designed to avoid water contamination by using clay and synthetic liners, laying refuse over clean soils, and by installing leachate systems and groundwater monitoring wells. Gas recovery systems are used to collect and burn the landfill gases (especially methane gases) which otherwise can be odorous and present a fire and explosion hazard. Gas probes are placed on- and off-site to ensure that the gases are not migrating laterally. Both landfill sites in Colma (the active Hillside Landfill, near San Bruno Mountain Park, and the closed Junipero Serra Disposal Site, beneath the 280 Metro Mall and Home Depot) have groundwater and gas recovering systems which are routinely monitored by the landfill operator and by the property owners' civil engineers, to ensure that these systems are functioning correctly. The Colma Fire Protection District also routinely inspects the gas recovery systems. The landfill and gas monitoring systems are designed to resist earthquake forces.

However, if a catastrophic earthquake were to occur, the landfill liner and cap could rupture, causing fill material to move and possibly damage the gas recovery system. These failures would not pose an immediate hazard, but the landfill cap and gas recovery system would need to be repaired as soon as possible.

5.07.332 Handling and Transport

The California Department of Health Services monitors the transportation of hazardous waste through a manifest system which is used to trace all hazardous waste transported off-site to storage, treatment, or disposal facilities. Most hazardous waste generated in Colma is transported to recycling companies. Hazardous waste generated outside of Colma may be transported through the Town on Interstate 280 and Highway 82 (El Camino Real). The California Highway Patrol and CalTrans are responsible for controlling transportation of hazardous materials and scene management in the event of a spill on a State or Federal highway. The Colma Fire Protection District would respond to a local hazardous material spill. The Town's Police Department may assist in emergency action. Procedures to be followed in the event of a hazardous spill are outlined in the *San Mateo County Hazardous Waste Management Plan*. Upon request by the Colma Fire Protection District, the County's Hazardous Material (HAZMAT) response team may respond to incidents. The HAZMAT response team is funded through the San Mateo Operational Area Office of Emergency Services.

5.07.340 AIRPORT SAFETY

An aircraft incident can occur anywhere, however incidents which affect life and property on the ground are more likely to occur in areas immediately surrounding airports. The San Francisco International Airport (SFIA) which is the seventh busiest airport in the world (1998) is located approximately 3.5 miles southeast of Colma. Aircraft taking off from SFIA fly over San Bruno, South San Francisco, and Daly City in what is referred to as "the gap." The gap, as it traverses these cities, is 1.2 miles wide and 5.8 miles long. This aircraft swathe encompasses the entire Serramonte neighborhood of southern Daly City, central San Bruno and South San Francisco, and is directly adjacent to the Town of Colma.

In 1970 the State Legislature required the establishment of Airport Land Use Commissions (ALUC) within counties to develop plans for land uses around airports. The purpose of the ALUC is to provide for the orderly long-term growth of airports and their surrounding areas, as well as to protect the people who live near airports and the welfare of the public in general. The San Mateo County Airport Land Use Commission has set safety standards specifying how land near San Francisco Airport can be used based on safety and noise considerations, height restrictions for new construction, and construction standards for buildings.

The San Francisco International Airport has designated transitional surfaces as alternate routes for planes to take off or land. The "gap" has been designated as an approach surface with transitional surfaces extending on either side, including one transitional surface extending over Colma. Any development in the transitional zone must be in compliance with ALUC maximum height standards. The structure/building height restrictions under the Transitional surfaces for Colma are approximately 400 feet above average mean sea level. This height limit will not constrict development in Colma, which is roughly at 110 feet above sea level and where the normal commercial height limit is 40 feet.

5.07.350 EMERGENCY OPERATIONS

5.07.351 Emergency Programs

An emergency is an incident threatening life, property, or the environment -- particularly one which occurs suddenly or unexpectedly. The resulting damage is determined by the nature of the incident and the response to it. The reaction to an emergency is often the major determinant of the severity of its impact. The Town can minimize threats to public safety by ensuring its capability to adequately respond to potential emergencies.

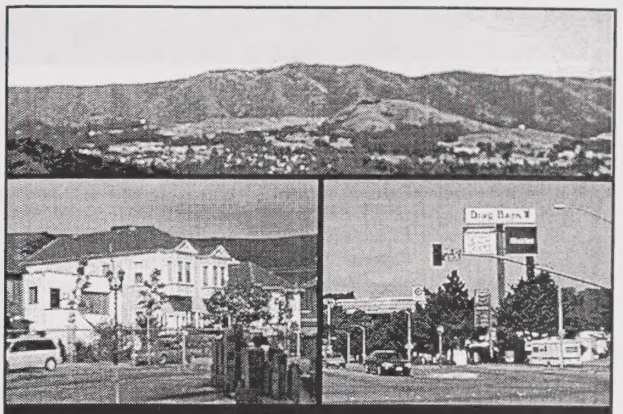
The Town of Colma with the aid of the San Mateo County Sheriff's Office has prepared a Standardized Emergency Management System (SEMS) plan as required by the California Emergency Services Act. The Plan defines the Town's planned response to emergency situations and assigns emergency tasks to Town personnel, provides operational guidelines, and inventories equipment, supplies, and personnel available for emergency response. The Town's Emergency Operations Center is based at the Colma Fire District station. The center contains a kitchen, emergency supplies and equipment and would serve as a communications and administrative headquarters in an emergency. In the event this location is not functional, the Emergency Operation Center could be at the Community Center on F Street. The police department also has facilities to function as an operational headquarters for emergency response personnel and equipment, if necessary.

Additional emergency resources are available to the Town through the San Mateo Operational Area Emergency Services organization. The San Mateo Operational Area Emergency Services Organization was formed through a joint power agreement to coordinate interjurisdictional operations and coordinate mutual aid among San Mateo County and its twenty cities.

5.07.352 Evacuation Plans and Transportation Failures

In the event of an emergency, the Colma Police Department, assisted by the Town's Public Works Department, would establish evacuation routes and maintain traffic control.

Responsibilities and tasks for evacuation are assigned in the Town's Emergency Management plan. The Circulation Element identifies the major roads which would serve as principal routes for evacuation of people out of hazardous areas and to safety. These routes may also serve as the principal routes for movement of emergency equipment and supplies to the incident scene.



GOAL: Protect the community from damages to life and property caused by catastrophes related to seismic activity or geologic conditions.

5.07.400 SAFETY POLICIES & IMPLEMENTATION MEASURES

5.07.410 SEISMIC AND GEOLOGIC			
REFERENCE NUMBER	**POLICY**	**IMPLEMENTATION MEASURE**	**CROSS REFERENCES TO OTHER GENERAL PLAN ELEMENTS**
5.07.411	The Town should continue to investigate the potential for seismic and geologic hazards as part of the development review process and maintain this information for the public record. Safety Element maps should be updated as appropriate.	The City Planner will review incoming geologic reports associated with new development and update base information and maps.	
5.07.412	The Town should require geotechnical, soils and foundation reports for proposed projects which warrant them according to the Safety Element and its geologic and Hazard Maps, the County's Seismic and Safety Element; and the Town's Building Official and Building Codes.	Soils and geotechnical reports will be required as part of the submittal for new development projects. The City Engineer and Building Official will review necessary reports as part of the building permit process.	
5.07.413	Colma should prohibit development in seismic or geologically hazardous zones, including any land alteration, grading for roads and structural development.	Based on applicable Geologic and Engineering reports, this policy will be carried out by the City Engineer and City Planner.	
5.07.414	All critical care facilities and services should be designed to remain functional following the maximum credible earthquake. Placement of critical facilities and high-occupancy structures in areas prone to violent ground shaking or ground failures should be avoided.	The City Engineer and Building Official will review Geologic reports, Engineering studies and plans for these types of structures.	
5.07.415	The Town should request that owners of all buildings identified as unsafe have their buildings inspected by a licensed engineer or architect, and take the necessary steps to make them safe.	This policy will be implemented by the Building Department.	
5.07.416	Colma should work with San Mateo County, California Water Service Company and the San Francisco Water District to ensure that all water tanks and main water pipelines are capable of withstanding high seismic stress.	The City Planner and City Engineer will make inquiries about these items.	

5.07.420 FLOODING			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.07.421	Drainage facilities should be maintained to accommodate the flow capacity of Colma Creek through Colma to accommodate the storm water runoff from a 100-year storm.	The Town will continue to participate in the review of flood improvement projects, carried out by San Mateo County, to reduce flood hazards throughout the town.	
5.07.422	The Town should continue to require the habitable portions of new structures to have a first-floor elevation that is elevated to or above the projected 100-year water surface, and to be adequately protected from flooding, as defined in the Municipal Code (Section 5.05.335).	This policy will be implemented as a standard condition of Planning Permits and during review of construction plans by the City Engineer and Building Official.	
5.07.423	On-site storm water detention facilities should be constructed for new developments (over ½ acre) which contribute runoff to Colma Creek to store the difference in runoff between the 10-year predevelopment storm (original natural state) and the 100-year post development storm, with stormwater released at the 10-year predevelopment rate. Property owners should be required to enter into agreements for maintenance.	This policy will be implemented as a standard condition of Planning Permits and during review of construction plans by the City Engineer and Building Official.	Open Space 5.04.341

5.07.430 FIRE SAFETY			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.07.431	The Town should support the Fire Protection District as they strive to improve the District's ISO rating.	The City Council and City Manager will continue to monitor and work with the Fire Protection District to implement this policy.	
5.07.432	Colma should ensure that all buildings have visible street numbers and are accessible to fire vehicles and equipment. A minimum 20 foot wide fire lane should be provided to all commercial and large scale residential facilities.	The Fire Protection District will review and condition approval of new development plans to meet these standards and will encourage businesses, at the time of fire inspections, to meet these and other fire safety standards.	
5.07.433	Colma should assist the Fire Protection District in efforts to continue to maintain an average response time of two to four minutes to all locations in Colma.	The City Council and City Manager will continue to monitor and work with the Fire Protection District to implement this policy.	
5.07.434	The Town should continue to have the Colma Fire Protection District review development plans for conformity with the Uniform Fire Code and Title 24 of the California Building Code.	The Fire Protection District or its designee will continue to review development plans.	
5.07.435	The Town should support the Fire Protection District's continued programs of fire prevention and public education about fire safety.	The City Council and City Manager will continue to monitor and work with the Fire Protection District to continue this program.	

continued

5.07.430 FIRE SAFETY (continued)			
REFERENCE NUMBER	POLICY/GOAL	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.07.436	Encourage the Fire Protection District to continue its participation in mutual aid agreements with Pacifica, Daly City, San Bruno, South San Francisco, Brisbane and the San Mateo County Fire Chiefs Association County Wide Plan.	The Fire Protection District will continue to implement ways to improve local service to Colma and neighboring communities.	
5.07.437	The Town should insure that the community is served by a self-sufficient fire protection system which may include support for the existing District, establishment of a joint powers agreement, acquisition of the existing District and facilities or development of a new free-standing fire station.	A preliminary facilities study has been prepared to assess current and future needs of the District. The City Council and Fire Protection District will continue to monitor and evaluate future service for the Town.	Land Use 5.02.372
5.07.438	Colma should consider acquisition of a site for a new public safety facility.	The Town continues to investigate opportunities for acquiring sites for civic purposes.	Land Use 5.02.371

5.07.440 HAZARDOUS MATERIALS			
REFERENCE NUMBER	POLICY/GOAL	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.07.441	Colma should support County efforts to locate, regulate and maintain information regarding hazardous materials located or transported within the Town.	The Fire Protection District, San Mateo County Environmental Health Department, and the City Engineer will carry out this policy.	
5.07.442	Colma should collect and maintain a list of locations in Town where hazardous materials are used.	The Fire Protection District, City Engineer, and City Planner will maintain hazardous materials lists.	
5.07.443	Measures aimed at significantly decreasing solid waste generation should be promoted. Recycled materials storage and collection areas should be required throughout the Town and in all new developments.	The City Council will continue to work with waste haulers and owners of the Hillside Landfill in Colma to reduce solid waste generation and to increase recycling. Proper waste storage will be required as a standard condition of Planning Permits.	
5.07.444	Public awareness of safe and effective hazardous waste use, storage and disposal should be promoted. The Town newsletter should be used to inform residents.	Articles or prepared materials from various sources will be distributed or included in the Town newsletter.	
5.07.445	Colma should continue permitting of hazardous material sites in Town through the San Mateo Department of Environmental Health Inspection Program.	The San Mateo County Environmental Health Department will carry out this policy.	

5.07.450 EMERGENCY OPERATIONS			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.07.451	The Town should maintain the Colma Emergency Management Plan and continue to participate with San Mateo County's Mutual Aid Programs and Operational Area Emergency Services Organization as a basis for community emergency preparedness.	City staff will continue to work with the San Mateo Operational Services Operational Emergency Services Organization to maintain and improve community emergency preparedness	
5.07.452	Colma should continue to analyze significant seismic, geologic and community wide hazards as part of the environmental review process, and require that mitigation measures be made conditions of project approval.	The City Planner and other departments will monitor and recommend hazards mitigation as part of project approval.	
5.07.453	Emergency evacuation routes should be determined by the Police Chief and City Engineer. Evacuation routes should follow the major roadways as set forth in the Circulation Element.	The Police Department will direct any necessary evacuation routes.	
5.07.454	Colma should promote awareness of the Town's emergency operations procedure. The Town newsletter should be used to inform residents.	Articles or prepared materials from various sources will be distributed or included in the Town newsletter.	
5.07.455	Colma should strive to improve interjurisdictional, interagency cooperation with other public and private agencies for safety in future land use planning, hazard prevention and emergency response.	City staff will communicate with their counterparts in other jurisdictions to continue to work toward protecting community safety.	
5.07.456	Colma should work with the Colma Fire Protection District to establish an alternative Emergency Operations Center, if the Fire Protection District facility is not operational.	City staff will work toward having necessary supplies available at an alternative site when one is selected.	

5.07.500 PROGRAMS FOR SAFETY ELEMENT IMPLEMENTATION

Listed below are the programs for Plan Implementation. All are existing programs.

5.07.501 California Environmental Quality Act (CEQA) Environmental Review Procedure
The initial study for any applicable project takes into account the effects of the project on available safety resources and the relative safety of the project itself. Mitigation measures are made conditions of project approval.

5.07.502 Subdivision Ordinance
The Subdivision Ordinance sets forth minimum standards for land division, site preparation and facility design. Soil and geotechnical reports may be required by the City Engineer and Building Office.

5.07.503 Municipal Code
The Colma Municipal Code requires all new and remodeled projects to comply with Building Code requirements, and other Town ordinances.

5.07.504 Inspection of Buildings
The Fire Protection District's Building Inspection Program includes enforcement of current fire and building code requirements. The Fire Protection District and the Building Inspector are responsible for the identification of hazardous buildings and proper structural maintenance of critical care facilities or services.

5.07.505 Project Review
Proposed projects are reviewed by the Building Official, City Planner, City Engineer, and Police and Fire District personnel. This procedure provides information for use in design review and the conditioning of permits for new development.

5.07.506 San Mateo Operational Emergency Services Organization
This organization is derived from a County Joint Powers Agreement, and, therefore, attempts to manage and coordinate emergency operations among the various cities. Colma continues to participate.

5.07.507 Standardized Emergency Management System (SEMS)
This Plan outlines the Town's planned response to emergency situations. Typical emergency response is administered by the Police and Fire Departments. Major events may result in mobilization and operation of an emergency control center. Colma's emergency control center is located at the Fire Protection District offices on Reiner Street.

5.07.508 Colma Fire Protection
The program involves building and site inspections as well as public education.

5.07.509 San Mateo County Major Air Crash/High Risk Plan
This plan specifies initial notification and response assignments in regard to a major airliner accident or high rise fire in the County.

5.07.510 San Mateo County Hazardous Waste Management Plan, San Mateo County Hazardous Materials Area Plan
These plans serve to monitor use, storage and transportation of hazardous materials as well as prepare for and respond to the release of hazardous material.

5.07.511 Mutual Aid Programs
Local cities and the County utilize mutual aid programs to assist each other in response to major emergencies.

5.07.512 Town of Colma Capital Improvement Program
Includes a series of Drainage and Flood Control programs:

- Colma Creek Flood Control Project
- Mission Road Local Drainage Improvements
- El Camino Real Local Drainage Improvements
- Colma Creek Service Access Improvements
- Hillside Boulevard Ditch Reconstruction
- El Camino Real Ditch Reconstruction

All of these projects are scheduled for completion by 2001.

5.07.500 SAFETY ELEMENT APPENDIX A

5.07.510 MODIFIED MERCALLI INTENSITY (MMI) SCALE

MMI Value	Description of Shaking Severity	Summary Damage Description	Full Description
I			Not felt. Marginal and long period effects of large earthquakes.
II			Felt by persons at rest, on upper floors, or favorably placed.
III			Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
IV			Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking the walls. Standing motor cars rock. Windows, dishes, doors rattle. Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frame creak.
V	Light	Pictures Move	Felt outdoors; direction estimated. Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.
VI	Moderate	Objects Fall	Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D* cracked *(refer to definitions of masonry types below)*. Small bells ring (church, school). Trees, bushes shaken (visibly, or heard to rustle).
VII	Strong	Nonstructural Damage	Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.
VIII	Very Strong	Moderate Damage	Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.
IX	Violent	Heavy Damage	General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations.) Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluvial areas sand and mud ejected, earthquake fountains, sand craters.
X	Very Violent	Extreme Damage	Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.
XI			Rails bent greatly. Underground pipelines completely out of service.
XII			Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into the air.

***DEFINITIONS OF MASONRY TYPES:**

MASONRY A: Good workmanship, mortar, and design; reinforced, especially laterally, and bound together by using steel, concrete, etc.; designed to resist lateral forces.

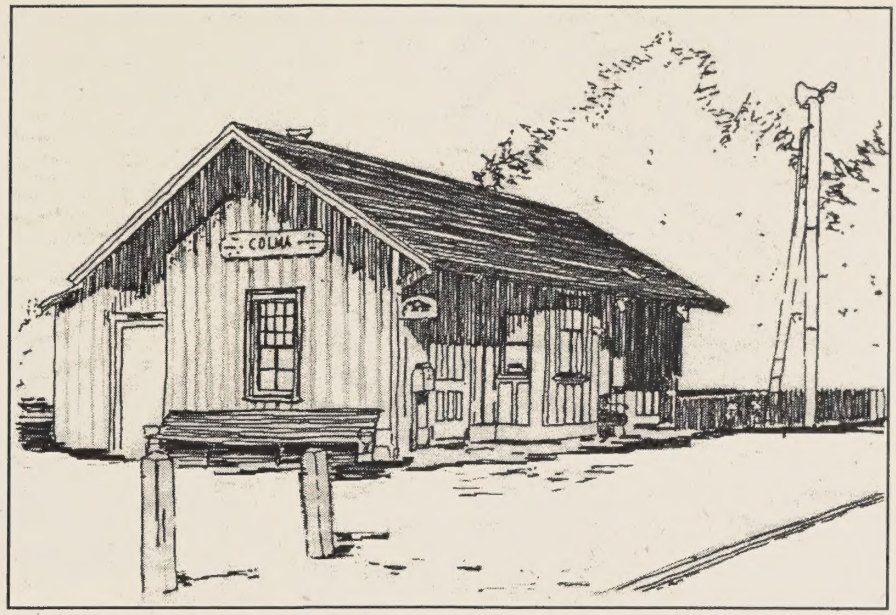
MASONRY B: Good workmanship and mortar; reinforced, but not designed in detail to resist lateral forces.

MASONRY C: Ordinary workmanship and mortar; no extreme weaknesses like failing to tie in at corners, but neither reinforced nor designed against horizontal forces.

MASONRY D: Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

Source: Association of Bay Area Governments (ABAG)

HISTORICAL RESOURCES ELEMENT



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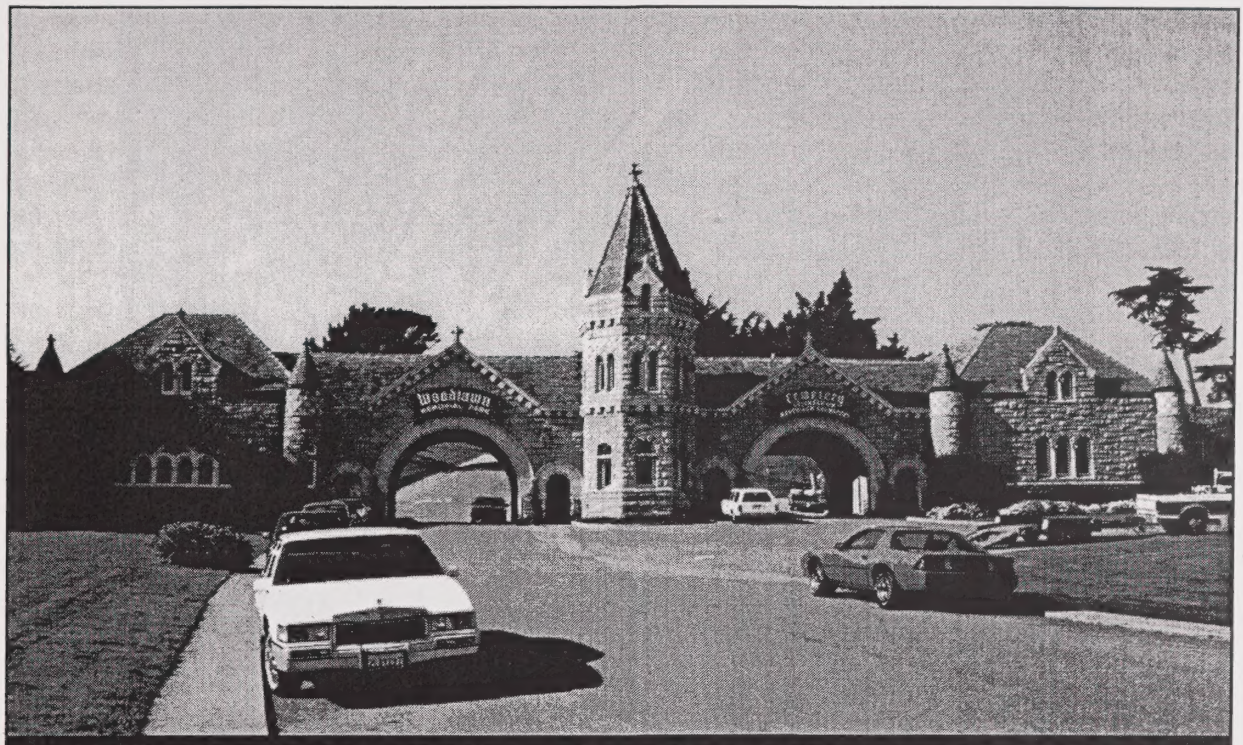


WOODLAWN GATEHOUSE ENTRY, 1904, Woodlawn Memorial Park. The Gatehouse is said to have the highest artistic value of any like building in Colma or possibly the State.

HISTORICAL RESOURCES ELEMENT

5.08.000 INTRODUCTION

5.08.010 PURPOSE

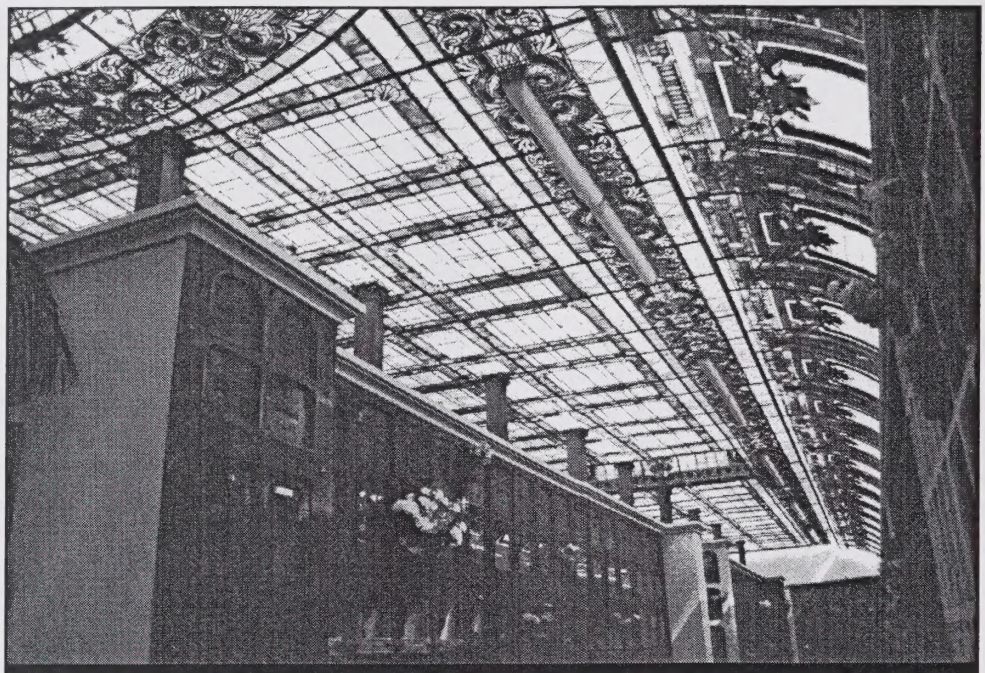
The Town of Colma has a unique history among California cities. Although it haw been an important center, at various times, for agriculture and floriculture, it is truly unique because of its cemeteries that incorporated as a town in 1924 and now comprise nearly three-quarters of the land area within the Town limits. Buildings, monuments and residences associated with the cemeteries are among the most prominent historical resources in Town. The purpose of this Historical Resources Element is to identify historic sites and buildings in Colma and to set forth programs for their protection.

5.08.020 AUTHORIZATION

The California Government Code allows the development of optional General Plan Elements. The Code, Section 65303(J), permits the inclusion of an Historical Resources Element for the identification, establishment, and protection of sites and structures of architectural, historical, archaeological and cultural significance, including significant trees, hedgerows and other plant materials.

5.08.030 RELATIONSHIP TO OTHER PLAN ELEMENTS

The Historical Resources Element is related to all of the other General Plan Elements. The Town's historic buildings, sites and districts can be affected by encroaching land uses, by natural hazards such as earthquakes, and by roads and transit facilities. The most extensive existing and established land use in Colma are the memorial parks and associated uses. The Land Use Element addresses compatibility between memorial parks and proposed future development. The Open Space Element recognizes dedicated cemetery lands as permanently unavailable for urban development. The Housing Element works within the framework set by the Land Use and Open Space Elements. The Safety Element strives to protect against natural hazards.



COMMUNITY MAUSOLEUM, 1916, 1924, Cypress Lawn Memorial Park. The entire ceiling of the Mausoleum is comprised of stained glass.

5.08.040 PAST PRESERVATION EFFORTS

Recognizing its uniqueness the Town of Colma commissioned an historic resources inventory in December 1992. The Colma Historic Resources Inventory identifies and describes numerous buildings and sites having significance of local, State and National importance. A small sample of the Town's notable historic resources includes Cypress Lawn Memorial Park which is a virtual museum of architecture and art, being one of the last grand rural cemeteries built in the west. The Cypress Lawn Community Mausoleum covers four and one-half acres and represents one of the finest collections of stained glass in the United States with work by Tiffany, Connick and Lamb. Cypress Lawn has established a program to restore all of the stained glass window and ceiling panels. A restoration studio and technical staff are located at 1791 Old Mission Road.

The Holy Cross Gateway/Lodge is one of only a few examples of the Richardson Romanesque architectural style in San Mateo County and is the oldest remaining building ensemble of Colma's first cemetery; Woodlawn's Gatehouse is considered to possess the highest artistic value of any like architectural feature in Colma or possibly in the State of California. Other historic commercial or residential buildings include: Molloy's, the Town's oldest commercial establishment in continuous operation since 1883; L. Bocci Monuments Shop which was established in 1904 and is still in operation; and, the Ottoboni residence at 417 F Street where Colma's floriculture industry began. All of the Town's historic resources are summarized in Section 5.08.100.

MOLLOY'S, 1883. The oldest commercial establishment in continuous operation.

Grass roots interest in Historic Preservation by Town residents resulted in the formation of a Chartered Historic Association several years ago. The Colma Historical Association has begun a museum with collections of relics and information from the past. The Association will play a key role in the Town's historic preservation efforts.

The Town recently acquired the Old Colma Railroad Station, built in 1881, which was threatened to be demolished; by the construction of the Bay Area Rapid Transit (BART) facilities. The Station, formerly known a the School House Station, played a key role in the development of Northern San Mateo County as it was where farmers and teamsters stopped on their way to San Francisco; where the area's first school was built and around which businesses were established. The Station's architectural style is rare in the Bay Area and is one of the last surviving examples of early station houses. The Station will be restored for the Colma Historical Association to house its offices and museum.

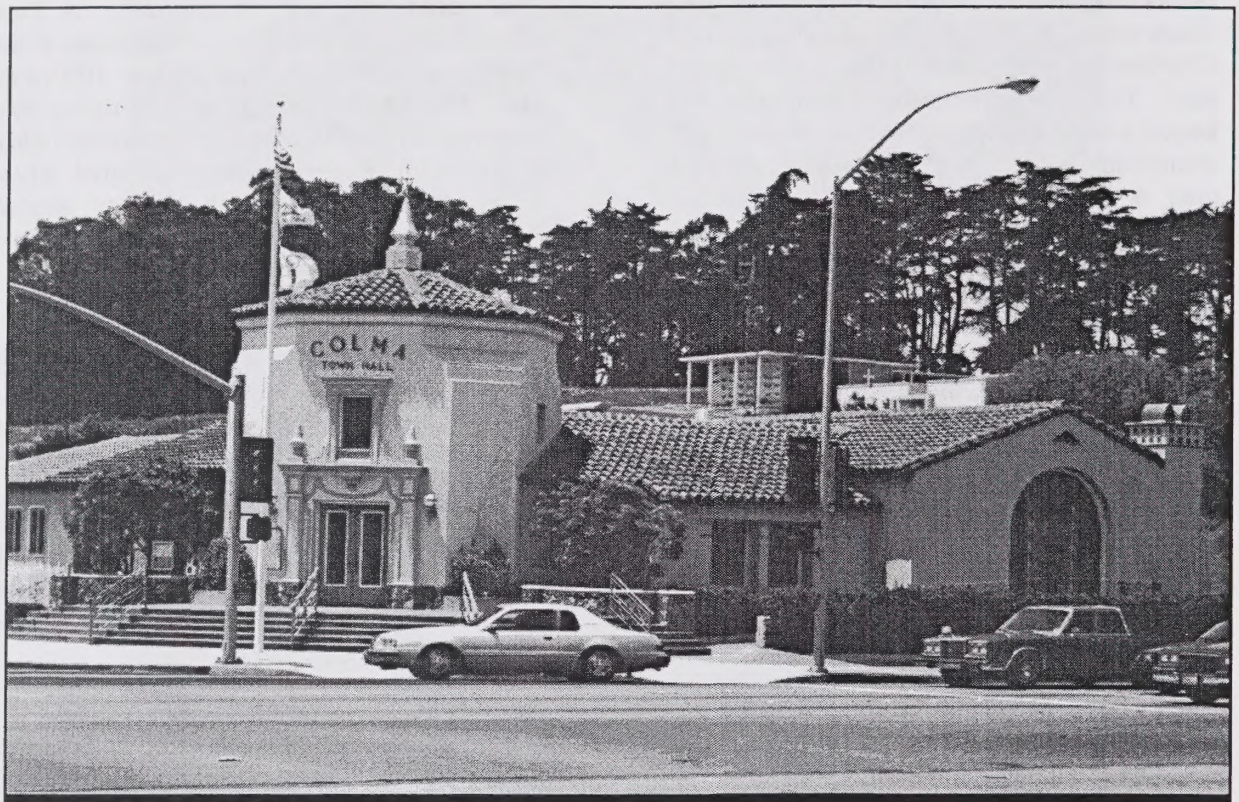
The Town has attempted to preserve its open space and park-like greenbelt character by adopting certain development constraints. One regulation requires a 30 foot landscape setback from El Camino Real and another requires a 15 foot setback from Colma Creek. A Tree Ordinance preserves and protects trees in the Town, some of which are well over 100 years old. The Land Use Element requires that buildings on the El Camino Real corridor utilize a Spanish Eclectic architectural style incorporating tile roofs, wrought iron, stucco exterior and colors complementary to the Colma Town Hall building built in 1937.

5.08.050 FUTURE HISTORIC PRESERVATION

In the interest of preserving Colma's historic resources the Town must look for ways to both promote and protect their historic resources. Numerous historic buildings have been lost to the pressures of development. The Town must find ways in its day-to-day operation to prevent other historic resources from being lost. Three such efforts are described below.

5.08.051 <u>Historic Resource Registration</u>
One of the basic steps that should be taken to protect historical resources is for the Town of Colma to formally adopt a list of historical resources and to seek their inclusion on national and state registers subject to the consent of the property owners. Procedures for nomination to national and state registers are described in Section 5.08.140.

OLD COLMA TRAIN STATION, 1881. One of the last surviving examples of early station houses.



COLMA CITY HALL, 1936-1940. Colma's City Hall is a symbol of the community

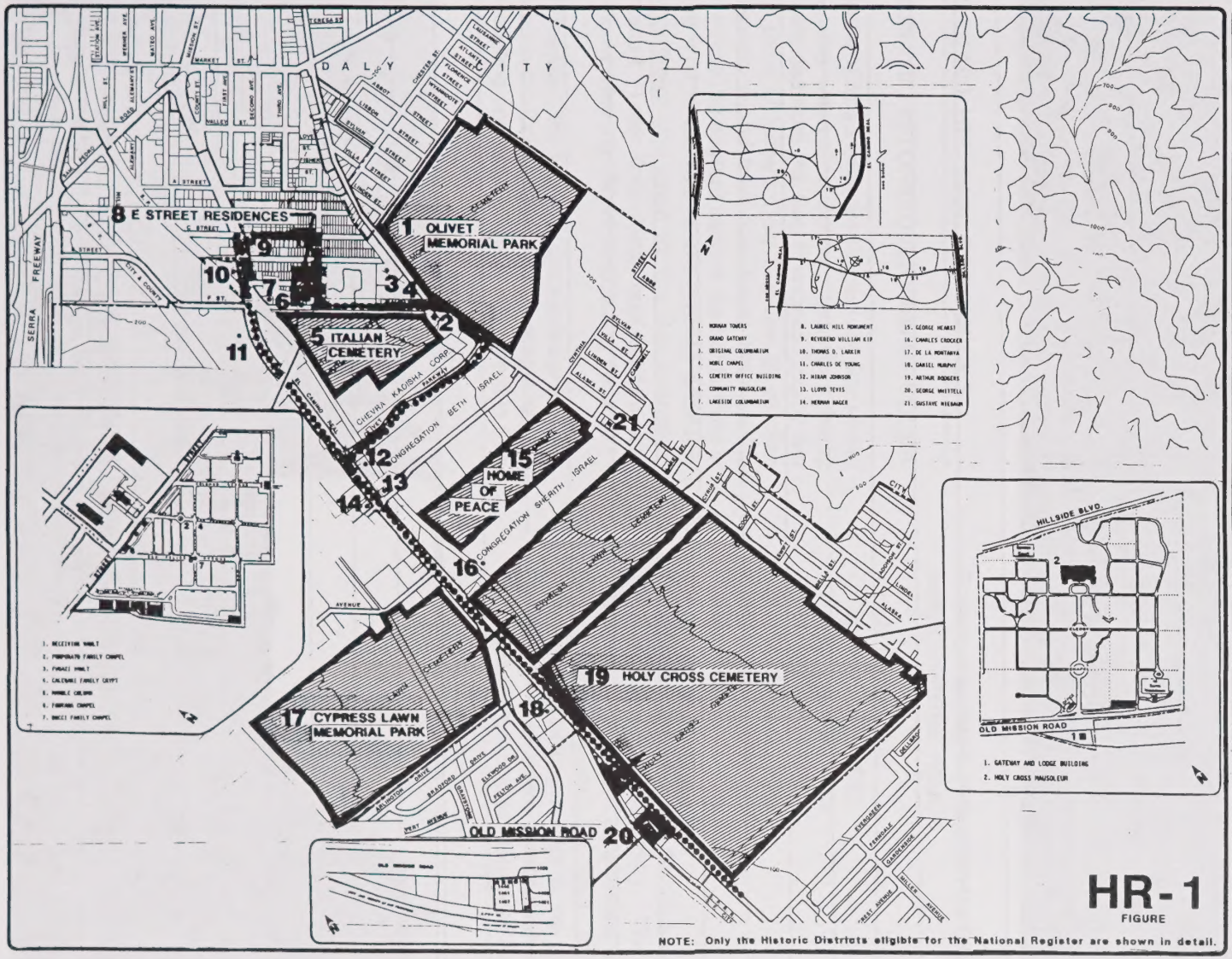
5.08.052 Historic Route and Signage

In an effort to preserve the Town's historic resources the public should be informed and educated about Colma's historic buildings, monuments, mausoleums and sites. One way to do this is to establish an easy to follow historic route leading motorists and pedestrians past some of Colma's key historical sites. Knowledge about the Town's historic resources will increase the public's appreciation and support for historic preservation efforts. An informed public will build a constituency which is necessary to promote and ensure a successful Historic Preservation Program.

The historic route diagrammed on Figure HR-1 identifies 20 properties with a variety of historic resources including seven historic districts, numerous residences from different eras, several offices and commercial establishments, cemetery buildings, mausoleums and the Colma Town Hall. The historic route map and a short description of the sites should be prepared in brochure form and made available at City Hall, the Colma Historical Association offices, local libraries and schools, the future Town Community Center, and at relevant Town events. Special signs with a distinctive color and lettering should be installed to facilitate and inform the public about the Historic Route.

5.08.053 Historic Commons

Only a few of Colma's historic residences remain. Many were lost during expansion of the commercial areas. To ensure that none of the remaining buildings are lost, the Town should establish protected historic districts or seek a site where threatened historic buildings can be relocated and restored for residential, office or commercial use. If a relocation site is found it should be developed and promoted as an Historic Commons. Depending on the use of these buildings and their location, the Historic Commons could be included on the Historic Route described above or showcased at community events to illustrate different restoration techniques.



HR-1
FIGURE

TOWN OF COLMA
GENERAL PLAN

HISTORICAL RESOURCES

HISTORIC DISTRICT
HISTORIC RESOURCE
2 IDENTIFICATION NUMBER
HISTORIC ROUTE

HISTORICAL RESOURCES

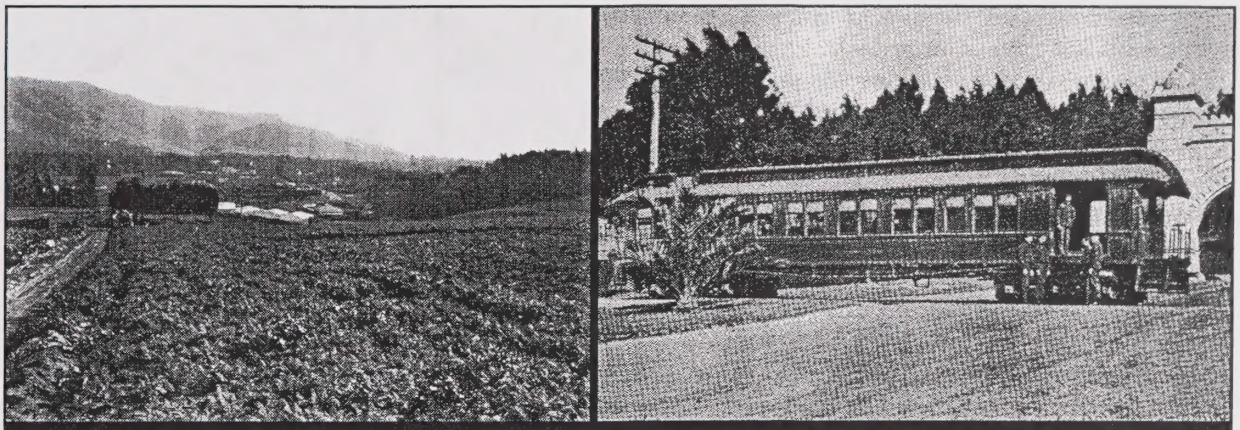
1. OLIVET MEMORIAL PARK
2. MT. OLIVET OFFICE BUILDING
3. JAPANESE CEMETERY
4. MATTRUP JENSEN RESIDENCE
5. ITALIAN CEMETERY
6. PELTON "CHEAP DWELLING"
7. OTTOBONI RESIDENCE
8. E STREET RESIDENCES
9. FILIPINI RESIDENCE
10. BOCCI MONUMENTS
11. WOODLAWN GATEHOUSE ENTRY
12. SALEM M. P. - OFFICE/CHAPEL
13. OLD COLMA RAILROAD STATION
14. CITY HALL
15. HOME OF PEACE
16. PORTALS OF ETERNITY
17. CYPRESS LAWN MEM. PARK
18. MOLLOY'S
19. HOLY CROSS CEMETERY
20. OLD MISSION ROAD RESIDENCES

SCALE IN FEET
0 400 800 1200

MALCOLM CARPENTER ASSOCIATES
CITY AND REGIONAL PLANNERS

8/98

NOTES:



Early Colma (shown in 1929, left) was a tranquil farming community. Southern Pacific Railroad's funeral car, "El Descanso," (right) at Cypress Lawn photographed during the 1890's.

5.08.100 HISTORIC RESOURCES

5.08.110 HISTORIC OVERVIEW OF COLMA

In the 1850's a large area in northern San Mateo County was called Colma. This early district extended from the San Francisco County line to parts of today's Daly City and South San Francisco and from San Bruno Mountain to Pacifica. Immigrant settlers started farming in the area in the mid-1850's growing potatoes, vegetables and grain for the San Francisco market. Later floricultural, hog ranches, and dairies were significant business in the area.

In the late 1880's several cemeteries purchased land in the Colma area as an outcome to their mounting concerns about a movement in San Francisco to stop burials within the City. These early cemeteries include:

- Holy Cross, 1887
- Cypress Lawn, 1892
- Hills of Eternity, 1889
- Mount Olivet, 1896
- Home of Peace, 1889
- Italian Cemetery, 1899
- Salem Memorial Park, 1891

The first internment in the Colma area was in 1887 at Holy Cross Cemetery. The pace of cemetery development accelerated when the City of San Francisco, in 1901, passed an ordinance prohibiting burials in the city. The cemeteries which were established in Colma during this period include: Japanese Cemetery,

MOUNT OLIVET CEMETERY OFFICE AND STREETCAR LINE, 1896 (circa 1910, left, recent photo, right). Now used as an office building. The former cemetery office entrance was at the southeast tower. The arcade served as the boarding area for the electric railway. The building included a kitchen to entertain undertakers.

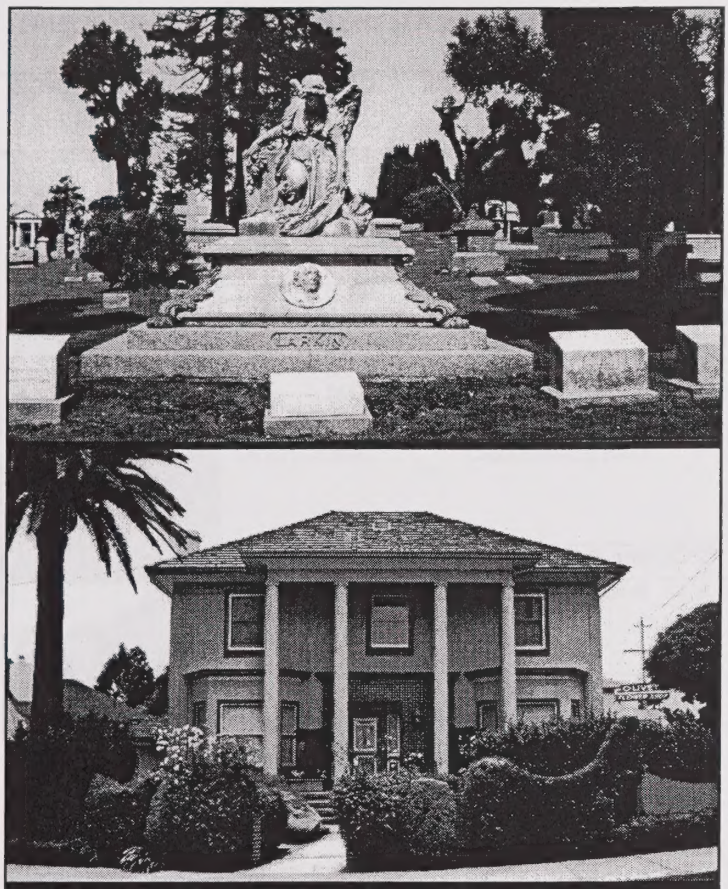
CHARLES CROCKER MAUSOLEUM, 1895-98 (left), Cypress Lawn Memorial Park. The sculpted bronze doors of the Mausoleum are one of the earliest works of Robert I. Aiken, one of only a few Californians to become a major American sculptor. The hovering angel, with closed eyes, holding a single flower, is called "The Gate of Silence."

DE LA MONTANYA MAUSOLEUM, 1909, Cypress Lawn Memorial Park (right). The Mausoleum with its Spanish Gothic three-stage towers is one of the more elaborate mausoleums at Cypress Lawn.

1901; Eternal Home Cemetery, 1901; Serbian Cemetery, 1901; Greenlawn, 1903; and Woodlawn, 1904.

During the period when the cemeteries were being evacuated from San Francisco, a group of cemeteries in the Colma area organized themselves as the Associated Cemeteries. The Associated Cemeteries realized that the only way to avoid recurring eviction and other stringent regulations and controls was to incorporate themselves. So the Town of Lawndale (renamed Colma in 1941) was incorporated on August 5, 1924 through the efforts of the Associated Cemeteries. When the San Francisco Board of Supervisors, in 1937, voted to evacuate all of the cemeteries within their city limits, additional cemetery growth and development occurred in Colma.

Cemeteries which relocated brought historically significant monuments, mausoleums, and the remains of California's pioneers and prominent figures to the Town of Colma. Many of the monuments and mausoleums that are found in local cemeteries are outstanding examples of the stonecutters' art such as the ornate Italian Renaissance Fugaze family vault and the granite Fontana Chapel found at the Italian Cemetery. People are also attracted to Colma to visit the gravesite of famous persons, such as Wyatt Earp, or to enjoy a walk through time to see the sites of California's famous and not so famous citizens who contributed to the making of the State.



THOMAS O. LARKIN MONUMENT, 1859, Cypress Lawn Memorial Park (top). The monument was moved to Colma from San Francisco. Thomas Larkin was California's first and last American Consul to Mexican California.

MATTRUP JENSEN'S RESIDENCE, 1930 (bottom). Mattrup Jensen, who is considered the "Father of Colma", designed and built this house.

The presence of cemeteries brought stonecutters, gardeners, florists, morticians and laborers to the area. Their work and crafts have contributed to the aesthetics of the Town. Agriculture and flower nurseries also had a presence in the Town. Evidence of these later uses still remain. However land clearing has resulted in the removal of almost all of the farmstead buildings.

Numerous individuals were key in the development of Colma. One notable individual was Mattrup Jensen, a trained engineer and landscape architect who as the superintendent of the Mount Olivet Cemetery completely redesigned the cemetery grounds. He is considered the "Father of Colma" and was Colma's fir mayor. Mattrup Jensen's home on F Street is eligible for listing on the National Register as a landmark representing his accomplishments in the community both as a civic leader and a businessman.

5.08.120 HISTORIC RESOURCES -- SITES AND DISTRICTS

Colma has a number of individual buildings and sites which are historically significant. There are also several concentrations of buildings, monuments and structures which are better identified as historic districts. Table HR-1 (following pages) comprises the official list of historic resources in the Town of Colma. These are mapped on Figure HR-1. The criteria for determining whether an historic resource merits national, state or local recognition are discussed in Section 5.08.130.

TABLE HR-1: Colma Historical Resources

1st of 2 TABLES

	LOCATION	STREET ADDRESS	NAT'L REG STATUS	DESIGNATION	SIGNIFICANCE
	Filipini Residence	7701 Mission Street	5S1	HR	Arch
	E Street Historic District	464 E Street 466 E Street 467 E Street 469 E Street 471 E Street	5S1 5S1 5S1 5S1 5S1	HR/C HR/C HR/C HR/C HR/C	Arch Arch Arch Arch Arch
	Woodlawn Entry	1000 El Camino Real	3S	L	Arch
	Salem Memorial Park Office/Chapel	1171 El Camino Real	5S1	HR	Arch
	City Hall	1198 El Camino Real	3S	L	Arch/Hist
	Home of Peace Historic District	1299 El Camino Real	5S1	HR(5)	Arch/Hist
	Hills of Eternity	1301 El Camino Real	5S1	HR	Arch
	Cypress Lawn Historic District	1370 El Camino Real	3S	L(21)	Arch/Hist
	Ottoboni Residence	417 F Street	3S	L	Arch/Hist
	Pelton "Cheap Building"	437 F Street	5S2	HR	Arch
	Italian Cemetery Historic District	540 F Street	3S	L(7)	Arch/Hist

TABLE CONTINUED NEXT PAGE

L = Landmark HR = Historic Resource C = Building Contributing to a Historic District.
(5) Indicates the number of individual resources associated with this property.
A "3S" means the property may be eligible for the National Register

TABLE HR-1: Colma Historical Resources

2nd of 2 TABLES

	LOCATION	STREET ADDRESS	NAT'L REG STATUS	DESIGNATION	SIGNIFICANCE
	Mattrup Jensen Residence	649 F Street	3S	L	Hist
	Japanese Cemtery	1300 Hillside Blvd	7	L	Hist
	Olivet Office	1500 Hillside Blvd	3S	L	Arch/Hist
	Olivet Memorial Park Historic District	1601 Hillside Blvd	4S8	HR(3)	Arch/Hist
	Pet's Rest Office	1905 Hillside Blvd	5S1	HR	Arch
	Old Mission Road Historic District (Lagomarsino Farm)	1431 Mission Road 1433 Mission Road 1439 Mission Road 1445 Mission Road 1451 Mission Road 1457 Mission Road	3S 3S 3S 3S 3S 3S	HR/C HR/C HR/C HR/C HR/C HR/C	Arch/Hist Arch/Hist Arch/Hist Arch/Hist Arch/Hist Arch/Hist
	Holy Cross Historical District	1595 Mission Road	3S; 4	HR(2)	Arch/Hist
	Molloy's	1655 Mission Road	3S	L	Hist
	Bocci Monuments	7778 Mission Street	3S	L	Hist
	Old Colma Railroad Station	480 Serramonte Blvd (temporary location)	3S	L	Arch/Hist

L = Landmark HR = Historic Resource C = Building Contributing to a Historic District.
(5) Indicates the number of individual resources associated with this property.
A "3S" means the property may be eligible for the National Register

5.08.121 Sites and Districts Eligible for National Register

Buildings eligible for National Register listing are shown below:

PLACE	ADDRESS	DATE	STYLE	SIGNIFCANCE*
Woodlawn Office	1000 El Camino Real	1904	Romanesque	C(a), (c)
City Hall	1198 El Camino Real	1937	Spanish Eclectic	A, C(c)
Ottoboni House	417 F Street	1904	Craftsman	A, B
Mattrup Jensen House	649 F Street	1903	Vernacular	A, B
Olivet Office	1500 Hillside Blvd	1896	Mission Revival	A, C(c)
Molloy's	1655 Mission Road	1872	Vernacular	A
Bocci Monuments	7778 Mission Street	1934	Vernacular	A, B
Colma RR Station	480 Serramonte Blvd (Temporary Location)	1881	RR Depot	A, C(a)

* National Register Significance Criteria:

A = Representative of Events of Broad Pattern of History
B = Associated with Important Persons
C = Architectural Significance
(a) Significant Type, Period, or Method of Construction
(b) Work of a Master

Four proposed historic districts eligible for National Register listing are shown below:

PLACE	ADDRESS	DATE	STYLE
Cypress Lawn	1370 El Camino Real	1892	Elite Garden Cemetery, Memorial Park; 21 resources
Italian Cemetery	540 F Street	1899	Traditional European Cemetery; 7 resources
Old Mission Road	1431-1457 Mission Road	1908-1918	Neoclassical Houses; 6 resources
Holy Cross Cemetery	1595 Mission Road	1886	Rural Cemetery; 2 resources

5.08.121.1 Cypress Lawn Historic District

Cypress Lawn comprises a museum, visually chronicling the American cemetery movement from the end of the 19th century to the present. The older an smaller section of Cypress Lawn, on the east side of El Camino Real, is considered one of the last grand rural garden cemeteries built in the west. Many ornate monuments and family crypts are evident. In the 19th century rural cemeteries were considered pleasure gardens and not just a place for the dead. The west side of Cypress Lawn represents the cemetery design period of memorial parks. It has an open appearance due primarily to the predominance of memorial tablets that are flush to the ground.

GRANITE ARCHWAY, 1892, Cypress Lawn Memorial Park. Cypress Lawn's grand archway is setback from El Camino Real and has become the symbol of Cypress Lawn.

The original 1892 granite archway and the 1893 Columbarium at Cypress Lawn are among the earliest examples of Mission style architecture to be found. Many of the monuments and mausoleums were designed by prominent architects of the time.

More of California's pioneers and prominent figures are buried ate Cypress Lawn than anywhere else. Some familiar names include Andrew Jackson Pope; Senator George Hearst; Claus Spreckles; James C. Flood; Lillie Hitchcock Coit; Gertrude Atherton; Col. Charles Crocker; Charles DeYoung and William Ralston. The twenty-one resources identified for inclusion in this Historic District are shown on Figure HR-1.

FUGAZI FAMILY MAUSOLEUM, 1916, Italian Cemetery. The mausoleum is an important visual terminus of one of the principal streets of the cemetery.

5.08.121.2 Italian Cemetery Historic District

Italian Cemetery is a traditional European cemetery and a showcase of old world stonecutter's art. Most of the historic chapels and mausoleums and funerary art are the products of ethnic Italians living in the area. The cemetery has continued to maintain its old world quality and characteristics. Street trees bordering the cemetery have been pruned using traditional methods found in the Italian cemeteries in Florence and Genoa. Its gardens follow the same geometric layout as a traditional European cemetery. At the time of its establishment the Italian Cemetery in Colma was the only Italian cemetery in the United States. The seven resources identified for inclusion in this Historic District are shown on Figure HR-1.

5.08.121.3 Old Mission Road (Lagomarsino Farm) Historic District

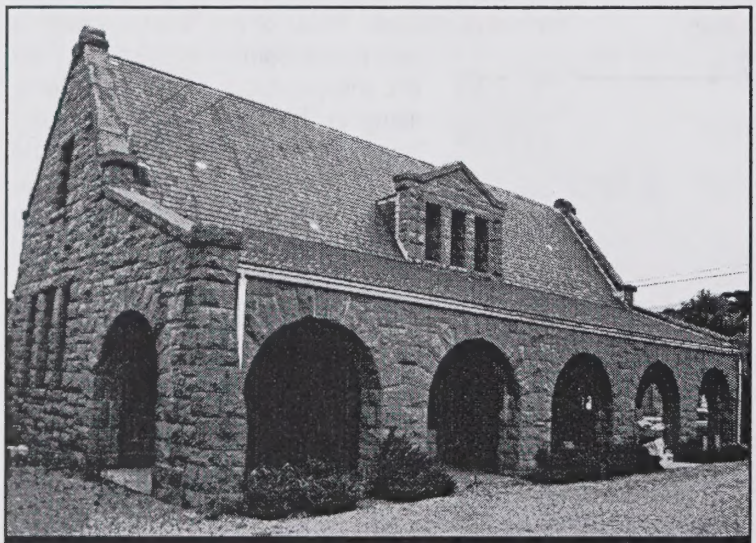
Old Mission Road has six Neoclassical houses which were built for Frank Lagomarsino between 1908 and 1918. These buildings are the single largest group of early 20th century residences in Colma, and are one of the last remaining examples of the family farmsteads that occupied most of Colma in the early 1900's. These six buildings are shown on Figure HR-1.

LAGOMARSINO VEGETABLE FARMSTEAD, 1906-1918. The six neo-Classical residences are all that remains of Colma's last and largest farmstead.

5.08.121.4 Holy Cross Historic District

Holy Cross Catholic Cemetery, 1886, was the first established cemetery in Colma. It is Colma's oldest and largest cemetery. The Roman Catholic Church purchased the original 176 acres after the church's attempts to purchase new cemetery land in San Francisco failed. The first official burials at Holy Cross were in June 1887. The cemetery may be eligible to the National Register for its design, buildings, mausoleums and monuments as well as the people who are buried there. Some of the prominent names are: Governor Downey, A. P. Giannini, and Senators J. Phelan and J. Fair.

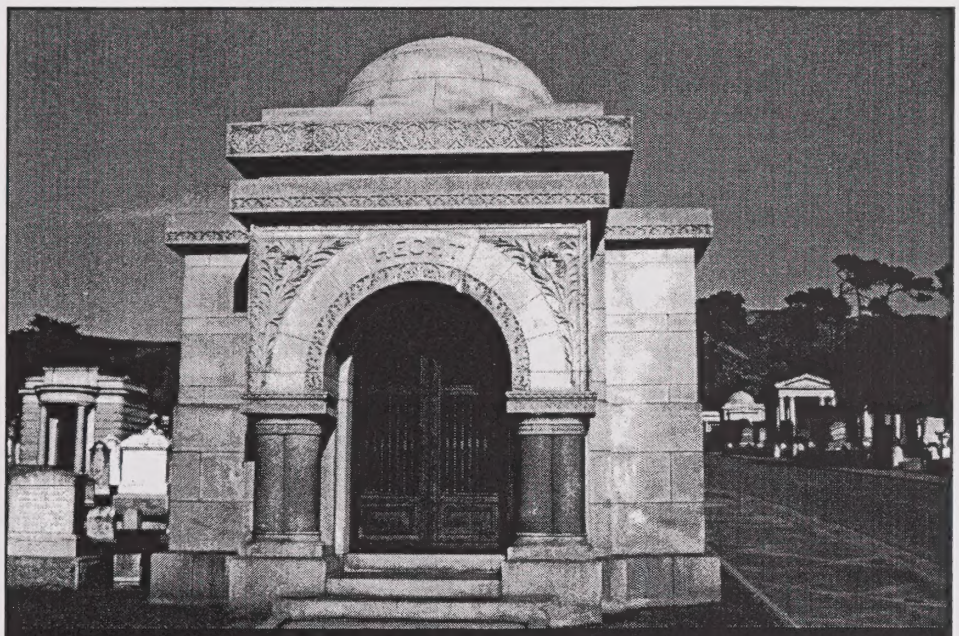
The Holy Cross Mausoleum was designed by John McQuarrie in 1921. The Mausoleum originally covered four acres and had 15,000 crypts, it now occupies nine acres and has approximately 40,000 crypts. In the Mausoleum's rotunda are crypts for the Church's archbishops of San Francisco. Archbishop Joseph Alemany's remains lie here. Alemany played an important role in the development of California's religious community, education of children, and secular life.



GATEWAY AND LODGE BUILDING, 1920, HOLY CROSS CEMETERY. The masonry railroad depot and office building is also known as McMahon or Cemetery Station. There are only a few examples of the Richardson Romanesque architectural-style in San Mateo County.

The remains of other notable figures in the Mausoleum include Faxon Atherton (prosperous land owner, gold rush merchant, and namesake of the Town of Atherton); Angelo Rossi (San Francisco's twenty-eighth mayor) and Michael Geraldi (former owner of the Grotto at Fisherman's Wharf). There are numerous family mausoleums and monuments and cemetery buildings which contribute to the beauty of this rural cemetery.

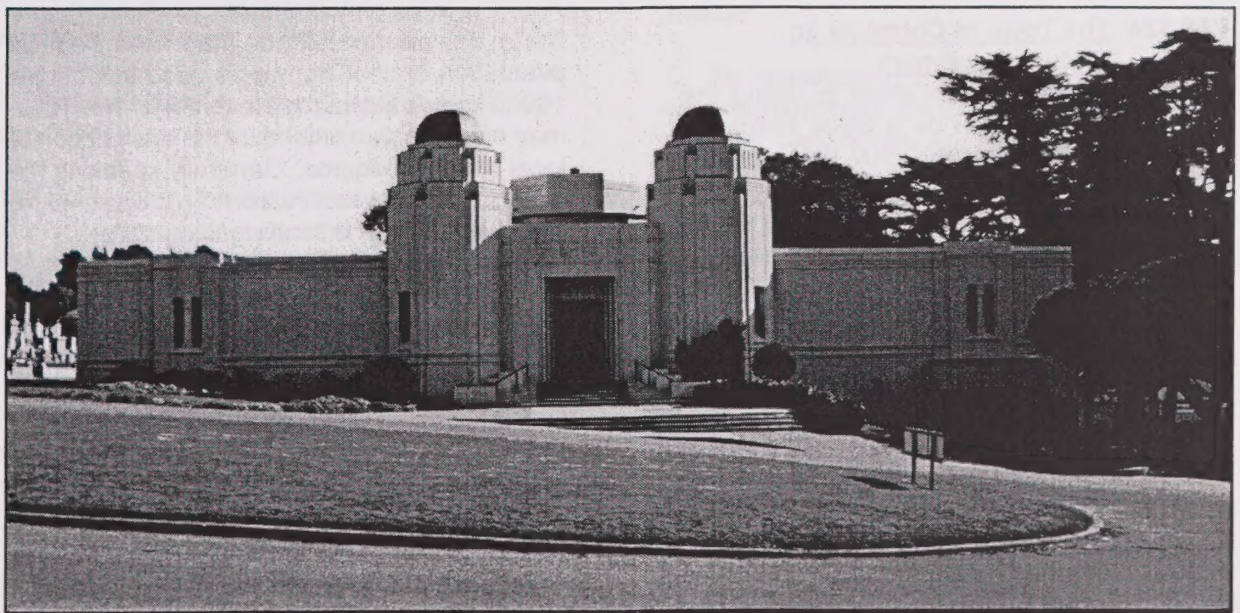
Trains stopped at Holy Cross' McMahon or Cemetery Station which is also known as the Gateway and Lodge Building. This stone masonry railroad depot and office building is the oldest remaining building ensemble of Holy Cross. These two resources are shown on Figure HR-1.



HECHT FAMILY MAUSOLEUM, 1893. Home of Peace.

5.08.122 Other Considerations for Nomination to the National Register

The Home of Peace Cemetery and Hills of Eternity Memorial Park may be eligible for listing on the National Register as Historic Districts for their landscape architecture, cemetery design and the people buried there who contributed to California history. Some of these significant individuals and families are: Levi Strauss, Zellerbach, Fleishhacer and Sutro. Additional research needs to be conducted before National Register eligibility can be determined.



PORTALS OF ETERNITY, 1933-34, Hills of Eternity. The Portals of Eternity is one of two examples of the Neo-Byzantine style in Colma.

5.08.123 Sites and Districts Worthy of State and Local Listing

All of the sites and districts eligible for National Register listing also qualify for State and local listing. Some sites and districts which do not qualify for National Register listing also qualify for State and local listing. Some sites and districts which do not qualify for National Register listing may still offer State and local interest. These are identified below:

PLACE	ADDRESS	DESIGNATION	SIGNIFCANCE*
Filipini Residence	7701 Mission Street	HR/C	Arch
E Street Historic District (Ottoboni Residences)	464 E Street	HR/C	Arch
	466 E Street	HR/C	Arch
	467-469 E Street	HR/C	Arch
	471 E Street	HR/C	Arch
Salem Memorial Park Office/Chapel	1171 El Camino Real	HR	Arch
Home of Peace Historic District	1299 El Camino Real	HR (5)	Arch/Hist
Hills of Eternity	1301 El Camino Real	HR	Arch
Pelton "Cheap Dwelling"	437 F Street	HR	Arch
Japanese Cemetery	1300 Hillside Boulevard	L	Hist
Olivet Historic District	1601 Hillside Boulevard	HR (3)	Arch/Hist
Pet's Rest Cemetery Office	1905 Hillside Boulevard	HR	Arch/Hist

Designation: L = Landmark
HR = Historic Resource
(2) = Indicates the number of individual resources associated with this property

5.08.124 The Town of Colma as an Historic Landmark

Consideration should be given to listing the whole Town of Colma as a State Historical Landmark. Colma is the only incorporated necropolis and the cemeteries contain information about the area, the state, the United States, and key figures from the gold rush through the present.

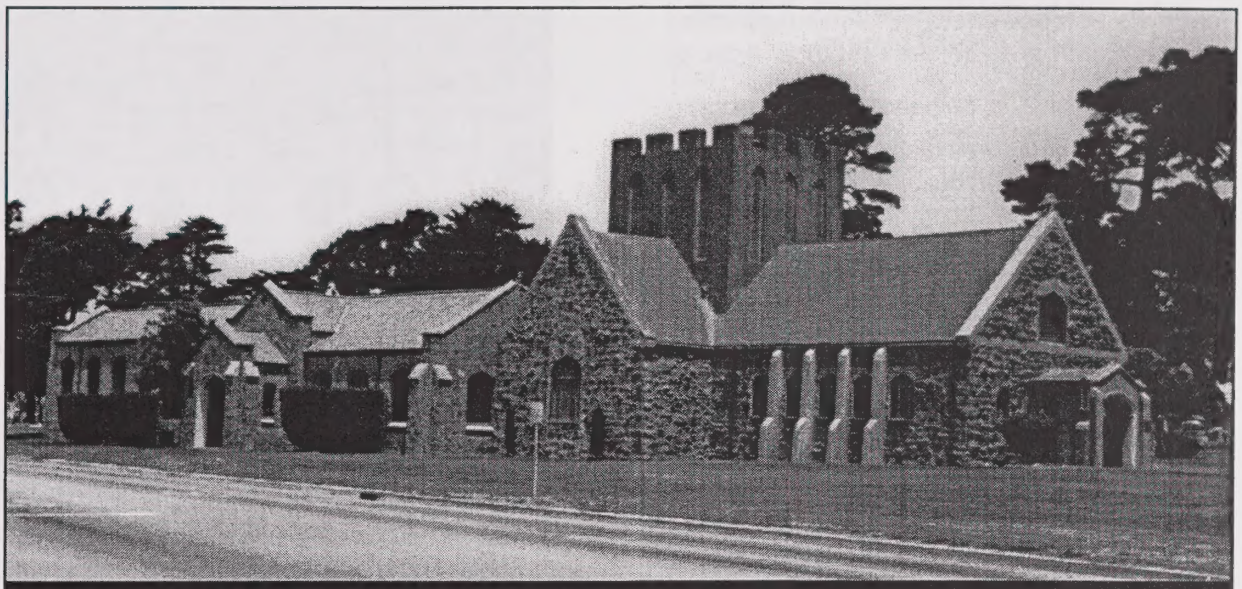
5.08.130 DETERMINING HISTORICAL SIGNIFICANCE

The basic criteria for evaluating historic properties includes the criteria established for the National Register of Historic Places and the criteria established for California's selection of historic property. These are described in Sections 5.08.131 and 5.08.132. The Town will use these criteria when applying for National or State designation. Both State and Federal evaluation methodology was used in Colma's 1992 Historic Resources Inventory. The Town may adopt its own criteria for the designation of local historic resource. Generally speaking the difference between historical properties of National, State and local significance are:

a) National significance are those properties which give an understanding of the country's history;

b) Statewide significance are those properties which give an understanding of the history of the State.

c) Local significance are those properties which have retained their historic appearance and are associated with people, events, trends, architecture and places key to the general history of the local community.



RECEIVING CHAPEL/COLUMBARIUM, 1896, Olivet Memorial Park

5.08.131 National Register Criteria

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important to prehistory or history.

5.08.132 California Code Criteria

California's Health and Safety Code, Part 10, Chapter 2, Section 37626 provides the mandatory criteria for the selection of historic properties eligible for use of its Historical Rehabilitation Financing Program under the Marks Historical Rehabilitation Act. These criteria are:

A. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;

B. Its location as a site of significant historic events;

C. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture or history;

D. Its exemplification of the cultural, economic, social, ethnic or historic heritage of the locale;

E. Its portrayal of the environment of a group of people in an era of history characterized by distinctive architectural style;

F. Its embodiment of distinguishing characteristics of an architectural type or specimen;

G. Its identification as the work of an architect or master builder whose works have influenced the development of a locale;

H. Its embodiment of distinguishing characteristics of an architectural type or specimen;

I. Where its structures display a building type, design or indigenous building form;

J. Where its structures display outstanding examples of original architectural integrity, structurally or stylistically or both;

K. Where its structures or places act as focal or pivotal points in the character or visual quality of an area;

L. Historical and culturally significant grounds, gardens and objects;

M. Its relationship to other designated landmarks, historic resources or historic districts if its preservation is essential to the integrity of the landmarks, historic resources or historic districts.

5.08.140 FEDERAL, STATE, AND LOCAL REGULATIONS

The following sections describe the various regulations currently available to the Town of Colma to protect historic resources. Table HR-2 summarizes the opportunities and implications of each of these programs.

5.08.141 Federal

5.08.141.1 National Register of Historic Places

The National Register of Historic Places is the nation's official inventory of buildings, structures, objects, sites and districts worthy of preservation. The purpose of the National Register is to "Ensure that property significant in national, state and local history are considered in the planning of federal undertakings, and to encourage historic preservation initiated by state and local governments and the private sector". Historic resources must satisfy the National Register criteria for evaluation described in Section 5.08.131. An application with photos, maps, and a letter of permission from the property owner is submitted to the State Historic Preservation Officer. The State Historic Preservation Officer (SHPO) will evaluate the resource and application and, if appropriate, propose it or nomination to the National Register. The Keeper of the National Register in Washington, D.C. will make the final approval for designation to the National Register.

L. BOCCI & SONS, 1934. Bocci & Sons, a stonecarver ship, is the oldest cemetery related business in continuous operation.

5.08.141.2 Federal Income Tax Credit

Listing on the National Register or eligibility to the National Register makes the historic resource eligible for federal tax benefits. The Tax Reform Act of 1986 created a tax incentive for the rehabilitation of historic buildings that are income producing properties. Under the Act owners of historic buildings can take a 20 percent income tax credit on the cost of rehabilitating their building. The property must, however, be an income producing or depreciable property and must be rehabilitated according to the Secretary of Interior's Standards for Rehabilitation. See Appendix C for more information.

5.08.141.3 Conservation Easements (Facade Easements)

The Federal Revenue Code provides for a federal tax deduction for charitable contributions of all or partial interests of historically important areas or buildings. A facade easement, for example, means that an owner has agreed to preserve the building facade in return for lower property taxes and income tax deductions. The law recognizes that the dedication of conservation restrictions on the property results in a decline of fair market value.

5.08.141.4 National Historic Preservation Act

The National Historic Preservation Act was established in 1966. The Act is the nation's most important historic preservation law. It expanded the National Register of Historic Places, and required each governor to appoint a State Historic Preservation Officer (SHPO), offered matching funds to states to set up preservation offices and established grant programs for state-guided historic surveys in local communities. The Act requires the Federal Government, Section 106, to protect historic properties under its ownership or control. Section 106 offers protection of National Register eligible properties from adverse effects from any federal action, including projects utilizing federal funds. Per this section the Federal Government may not destroy or allow destruction of a property eligible for National Register listing unless mitigation is offered. All federal projects must take into account the effects of their actions on historic properties.

5.08.142 State

The Office of Historic Preservation (OHP) within the California Department of Parks and Recreation administers both state and federal preservation programs. The state programs which the OHP oversees include the California Historical Landmarks and California Points of Historical Interest, and a new program called The California Register of Historical Resources.

A historic resource listed on either the National Register, and/or on the State Register or which is a California Historical Landmark or a Point of Historical Interest will be eligible for the programs discussed in Sections 5.08.142.4 through 5.08.142.8.

5.08.142.1 California Historical Landmarks Program

The California Historical Landmarks program is for buildings, objects, sites and structures of statewide significance. The application to OHP must be accompanied with a letter of permission from the property owner, photographs (historic and current); and certification from a preservation officer of the American Institute of Architects that the property is of statewide significance. Once listed as a landmark the site is eligible for an official bronze landmark plaque and a highway directional sign from CalTrans.

5.08.142.2 California Points of Historical Interest Program

The California Points of Historical Interest program is for properties of county-wide and regional importance. Applications sent to OHP must be signed by the chief elected government official, and must be accompanied by a letter of support from the local historical society. Once listed as a Point of Historical Interest the site is eligible for a small enamel directional sign from CalTrans.

5.08.142.3 California Register of Historical Resources

The California Register of Historical Resource is a new State program which maintains a comprehensive list of all approved Federal, State and local historic resources. The California Register was created September 25, 1992 through Assembly Bill 2881. Most existing California Historical Landmarks, Points of Historical Interest, and properties on the National Register are automatically placed on the California Register's list. Colma's Historic Resources, Table HR-1, could be nominated to the California Register after its adoption by the Town.

5.08.142.4 State Historical Building Code

The State Historical Building Code, Section 18950 et. seq., of the State Code allows a more sensitive approach to restoring structures that were built prior to the development of modern construction techniques and the implementation of current building codes. The State Historical Building Code (SHBC) is an alternative building regulation which can be used for the rehabilitation, preservation, restoration, or relocation of Federal, State or locally designated historic buildings or structures.

The SHBC allows greater flexibility in enforcement of today's code requirements for older buildings but it does not waive standards, it simply provides alternative methods to be utilized to achieve reasonable levels of safety. Building Officials must allow the State Historical Building Code to be applied to the rehabilitation of all locally adopted and State or Federally registered historic resources. The Uniform Building Code (UBC) regulation, or the alternative Historical Building Code regulations, or any combination thereof can be used to

permit repairs, alterations, and additions to the historical buildings or structures.

5.08.142.5 Mills Act

The Mills Act, as amended, is a state law which provides a property tax reduction to the owner of a designated historic property when the owner enters into a preservation contract with the local government agreeing to restore the property if necessary, maintain its historic character and use it in a manner compatible with its historic character. The preservation contract is valid for a 10-year period during which time the owner is entitled to a reduced property tax under Revenue and Taxation Code Section 439.

JOSEPH FILIPINI RESIDENCE, 1934. This home is one of the best examples of the Spanish Eclectic architectural style in Colma.

5.08.142.6 Marks Historical Rehabilitation Act

The Marks Historical Rehabilitation Act provides cities with the authority to issue tax exempt revenue bonds for the purpose of financing historical rehabilitation of buildings having local, state or national significance. It is applicable to situations where the subject property is capable of generating revenues through visitor fees or other means.

5.08.142.7 California Environmental Quality Act (CEQA)

Historic resources are reviewed by the local governments as part of the CEQA environmental review process. Assembly Bill 2881 amended CEQA to facilitate the identification and definition of historic resources and establish that "locally significant resources" are presumed to be significant if the property can be or has been shown to be culturally or historically significant.

(PRC Section 21084.1). Since significant impacts under CEQA include the demolition or destructive alteration of architectural or historical resources, procedures for environmental review should routinely consider impacts on historic resources.

5.08.142.8 California Park and Recreation Facilities Act

Under the historic preservation component of the 1984 California Park and Recreation Facilities Act, publicly owned buildings, listed on the National Register, are eligible for restoration funds from the State. Restoration funds may be granted by the State whenever voters approve another bond.

5.08.143 Local

5.08.143.1 Historic Resources Inventory

The Town of Colma had a Historic Resources Inventory prepared by the San Mateo County Historical Association and the San Mateo County Resource Advisory Board in consultation with Kent Seavey in December 1992. The Inventory identifies twenty properties with a total of sixty-one historic resources including seven proposed Historic Districts. The Inventory identified nine individual properties and four Historic Districts that may be eligible for the National Register. It also contains other resources that may qualify as State Historical Landmarks or Points of Historical Interest or local historic resources, landmarks or districts. These resources are included on Table HR-1.

TABLE HR-2 COLMA HISTORICAL PRESERVATION IMPLICATIONS OF PROGRAMS & REGULATIONS			
SECTION + PROGRAM OR REGULATION	**OPPORTUNITY**	**IMPLICATION**	**REMARKS**
5.08.141 Federal Regulations & Programs 5.08.141.1 National Register of Historic Places	1. Use of **State Historic Building Code** which is a more flexible alternative to the UBC. This Code could save owners money when repairing or rehabilitating historic properties. 2. Tax Reform Act of 1986. Provides for a 20% **federal income investment tax credit** for rehabilitation projects of historic buildings. This applies only to income producing depreciable properties. 3. **Preservation easement** provides a tax deduction for a dedicated conservation easement. The easement must be donated to a qualified organization such as state, federal or municipal governments or non-profit organization. The value of the facade easement will be tax deductible because donations to a non-profit are tax deductible. The tax deduction can be spread out over a six year period if the value of the deduction exceeds the value of his/her income. An easement conveyance agreement must be drawn up between the property owner and the qualified organization. The recipient organization should require proof of title by the donating party and an appraisal should determine the value of the building and value of the easement. In the agreement the owner agrees to preserve the historic building into perpetuity in return for certain tax benefits. An income tax deduction is allowed for facade easements on buildings listed on the National Register. The presence of an enforceful restriction limits the increase in assessed valuation which correspondingly limits the amount of property taxes that can be levied. Facade easements have their highest dollar value and their highest tax benefit in areas where the pressure for demolition is great and the property values are higher. When the restriction is place on the property it will have the effect of limiting the use of the property and thereby lower the property's value; however, buildings located in areas which do not have a high property value will not experience as great a tax benefit. If there is not a qualified organization in our area the Calif. Preservation Foundation, a state-wide non-profit preservation group, has an easement program to receive donations.	2. **Federal Income Investment Tax Credit** • Rehabilitation projects accomplished with federal assistance must be reviewed by the Office of Historic Preservation (OHP) and must generally use the Secretary of Interior's Standards for Rehabilitation projects. The plans for rehabilitation must be reviewed by the SHPO and the National Park Service. Even if a building is not on the National. Register, many of these requirements may apply if the bldg. is considered eligible for listing. Actual listing on the N.R. does not increase the owners' responsibility under the law. The Secretary of Interior's standards have more requirements but to off-set this the State Historical Building Code can be used to bring down costs. • Rehabilitation of income-producing buildings with a National Register designation qualifies for a 20% federal income investment tax credit; however, all work must be done in conformance with the Secretary of the Interior's Standards for Rehabilitation. (See Section 5.02.412 for more details) 3. A **conservation easement** (i.e. façade easement) placed on a historic building means that the owner agrees to preserve the façade into perpetuity. (See Section 5.02.413)	2. **Funding** is limited, federal tax credits are the most generally available financial assistance

TABLE HR-2 COLMA HISTORICAL PRESERVATION IMPLICATIONS OF PROGRAMS & REGULATIONS			
SECTION + PROGRAM OR REGULATION	**OPPORTUNITY**	**IMPLICATION**	**REMARKS**
5.08.141.1 National Register of Historic Places (continued)	4. **National Register designation** is an honor, indicating that the site is worthy of preservation.	4. National Register Designation: • **Local ordinances**, design review may be imposed on properties listed on the National Register. (These only occur if the local government has passed ordinances and regulations for historic preservation). • The **demolition or significant alteration** of a National Register property damaged by a national disaster (i.e., flood, earthquake) may be subject to review by the SHPO. (Section 5028 of PRC). Generally, if only minor alterations are required the SHPO will not get involved. However, if major reconstruction is required or if federal funds are used then SHPO will evaluate each project. In a state of emergency <u>all</u> buildings using federal funds are evaluated by SHPO. For major projects with historic buildings SHPO will review the architectural plans. **Procedures to apply** for Nat'l Reg. listing: • complete application forms. provided by OHP • following Bulletin 16A's guidelines • obtain written consent from property owner • for historic districts follow SHRC policies prior to submitting application • submit completed forms, photographs and maps to OHP for review • OHP will review application if the application is not complete or additional info. is needed it will be returned for more work • OHP notifies applicant, property owner and city of SHRC meeting date. (1 every 3 months) • if approved by SHRC the application goes to SHPO for nomination to National Register. • The Keeper of the National Register in Washington D.C. will make the final determination in 2-4 months.	4. A National Register listing does not mean that federal, state or local governments assume any property rights of the building or site.
	5. A property which is on the National Register (NR) list is automatically included on the **California Register of Historic Resources.**		
	6. Properties on the National Register must be considered in the planning of **"federal undertakings"** where federal funds are involved (i.e. CDBG, or highway projects, etc.). While the consideration won't provide complete protection from federal actions, it does mean that the project will have to work with the Calif. OHP to eliminate, minimize or otherwise take into account the federal undertaking's effect on the historic property.		
	7. Major projects impacting a National Register property may be subject to **CEQA**.	7. A National Register (NR) designation of a property involving a **CEQA** project would indicate the property's significance and the need to consider the project's impact on the historic property. (Depending on one's point of view this is either an opportunity or a constraint).	7. If a property is not subject to **CEQA**, to local preservation ordinances or other environmental regulations the property owner is free to make changes to the property (but if the property is significantly altered it could be removed from the National Register).
	8. Properties on the National Register may obtain a property tax reduction through the **Mills Act** by the property owner and city entering into a preservation agreement. (Refer to Section 5.02.425)	8. Property owners of buildings on the Nat'l Register can enter into a preservation contract with the city through the **Mills Act**. The preservation contract requires certain conditions which are described in Section 5.02.425.	

TABLE HR-2 COLMA HISTORICAL PRESERVATION IMPLICATIONS OF PROGRAMS & REGULATIONS			
SECTION + PROGRAM OR REGULATION	**OPPORTUNITY**	**IMPLICATION**	**REMARKS**
5.08.141.2 Federal Income Tax Credit	1. Twenty percent of **federal income investment tax** credit for rehabilitation of historic buildings (income producing properties only). (Tax Reform Act of 1986).	1. Applies only to income producing, depreciable properties. 2. Must be rehabilitated per the Secretary of Interior's standards for rehabilitation, Appendix C. 3. **Application Procedure**: • obtain application from OIIP or Nan. Park Service • verify building historical significance describe architectural project and work scope • OHP will evaluate the project.	
5.08.141.3 Conservation Elements	1. Federal tax deduction and property tax deductions are available with a Conservation Easement on a historic resource. (See Section 5.02.411, Item 3)	1. Dedicated **conservation easement** placed on building, i.e., facade easement. Owner agrees to preserve the historic buildings' facade into perpetuity.	
5.08.141.4 National Historic Preservation Act	1. Federal Historic Preservation Act which established State Historic preservation Officers (SHPO) for each State, expanded the National Register, provides funding to States for historic preservation, and requires all projects with federal funding and all federal projects to consider in advance their project's impact on any historic resource eligible for the National Register.	1. Projects with federal funding must document how historic properties eligible to the National. Register may be impacted and how these impacts will be mitigated. A federal project cannot after or destroy a property eligible for listing on the National Register 2. May require CEQA review if a major project could impact a National Register property.	
5.08.142 State Regulations and Programs 5.08.142.1 California Historical Landmarks Program	1. The site is eligible for an official bronze landmark **plaque** and a **highway directional sign** from CalTrans. 2. Property can use the **California Historic Building Code** which is more flexible than UBC. (See Section 5.02.424) 3. Rehabilitation of **historic public buildings** can use **preservation funding** under the Historic Preservation Component of the California Park and Recreation Facilities Act of 1984. 4. Can use **federal investment tax credit**. (See Section 5.02.412)	1. **Application Procedure:** • obtain application and criteria from OHP • compile documents of historic significance (i.e., it's the first, last, only or most significant type in the region, state) and arch. supplement form must be completed by AIA and other information about the building's historical significance • letter by property owner approving placement of plaque on property • OHP will review application and documents and if complete schedule for review by SHRC. 3. **Preservation funding** for publicly-owned buildings is only available when California voters approve a Bond.	

TABLE HR-2 COLMA HISTORICAL PRESERVATION IMPLICATIONS OF PROGRAMS & REGULATIONS			
SECTION + PROGRAM OR REGULATION	**OPPORTUNITY**	**IMPLICATION**	**REMARKS**
5.08.142.1 California Historical Landmarks Program (continued)	5. Can use the **Mills Act** which provides a reduction of property tax. (See Section 5.02.425) 6. **CEQA** review is required of buildings eligible for National Register and also for those on a Local Inventory orpart of a collection of locally significant buildings. (See Section 5.02.427)		
5.08.142.2 California Points of Historical Interest Program	1. The site is eligible for a **small enamel directional sign** from CalTrans. 2. Limited protection through environmental review under **CEQA**. (See Section 5.02.427) 3. **Mills Act** is available for property tax reductions. (See Section 5.02.425) 4. Property can use **State Historic Building Code** (SHBC) which is more flexible than UBC. (See Section 5.02.424)	1. **Application Procedure**: • obtain application and criteria from OHP • compile documentation: maps, description, statement of significance, letter of support, bibliography • obtain letter of support from chief elected government official • application reviewed by OHP and sent to State Historic Resource Commission (SHBC) for action.	
5.08.142.3 California Register of Historic Resources	1. A comprehensive list of California's historic resources which can be used as a **guide** by state and local agencies, private groups and citizens to identity the state's historic resources. 2. The Register will be used to indicate which properties are to be considered during the **CEQA** environmental review process and thereby require protection, to the extent prudent and feasible, from substantial adverse change. 3. To identity historic resources for state and local **planning** purposes.	2. Simply because a property is not listed on the California Register does not mean that it is not a historical resource and not subject to **CEQA** environmental review.	1. The California Register automatically includes properties listed on the National Register, properties designated as a California Historical Landmark and a Point of Historical Interest. Other historic resources that may be included are: locally designated historic resources, historic resources contributing to a historic district, and historic resources identified in an inventory.
5.08.142.4 State Historical Building Code	1. **The State Historical Building Code** (SHBC) is a more flexible code than UBC and therefore may result in a more affordable rehabilitation of historic properties. The SHBC provides an alternative method while achieving reasonable levels of safety.	1. Local Building Department oversees project using State Historic Building Commission (SHBC)	

TABLE HR-2
COLMA HISTORICAL PRESERVATION
IMPLICATIONS OF PROGRAMS & REGULATIONS

SECTION + PROGRAM OR REGULATION	OPPORTUNITY	IMPLICATION	REMARKS
5.08.142.5 Mills Act	1. A **property tax reduction** is made available when the owner enters into a preservation contract with a local government using the **Mills Act** and agreeing to: a) restore the property if necessary; b) maintain the property's historic character; and c) use the property in a manner compatible with its historic character. The benefits are often minimal during the first few years; however as the value of the property climbs a significant property tax savings may be experienced.	1. **Conditions of the preservation contract** are that it: a) is valid fore 10 year period; b) remains valid even upon resale of the property; c) must be professionally drawn up between the historic property owner and the city; d) is monitor by the City for compliance with the provisions of the contract until ft expires. 2. The county tax assessor must adjust the **assessed value** of the property downward to reflect the restrictions imposed on the property. (Revenue & Taxation Code Section 439) 3. When entering into a **Mills Act contract** the Town's Building Official will specify if the building requires restoration then or anytime during the contract period. 4. To **withdraw** from the Mills Act contract the property the owner will have to pay a 12% penalty on his/her savings from the properly tax deduction.	
5.08.142.6 Marks Historical Rehabilitation Act	1. The city has the authority to issue tax exempt revenue **bonds** for the purpose of financing historical rehabilitation of buildings with local state or national significance.	1. The **Marks Bond Act** program has rarely been used in California seemingly because of the requirement that developers may make no more than ten million dollars on capital expenditures. Cities are rarely willing to spend the time and money involved in issuing bonds for this small amount; however, if several major historic projects are undertaken in a jurisdiction at one time, the collective costs and expenses may total an amount high enough to justify staff time and fees to issue bonds, then the Marks Act may prove to be a useful and desirable tool. 2. The Marks Act would only be applicable to situations where the property will generate revenues.	
5.08.142.7 California Environmental Quality Act (CEQA)	1. Some level of protection for historic resources is offered by the need for **CEQA** review by the local agency. 2. All locally significant resources, meeting those properties on an officially designated list, and recognized as historically significant by the local government pursuant to a local ordinance or resolution are considered **significant**. Substantial adverse change in the significance of an historic resource is a **significant effect on the environment.**	1. Additional layers of planning and environmental review are required if **CEQA** is required. 2. The lead agency must prepare an initial study to determine if the project may result in substantial adverse change. If substantial adverse change will occur, then **CEQA** mitigation measures must be prepared. If the CEQA mitigation measures won't avoid a substantial adverse change, then an EIR must be prepared.	1. Discretionary projects requiring **CEQA** review cannot use categorical exemptions if a substantial adverse change in the significance of a historic resource might occur. A "substantial adverse change" is defined as "demolition, destruction, relocation, or alteration activities which would entail historical significance". **CEQA** does not apply to ministerial actions which may impact the historic resource; for example, if the project complies with UBC or SHBC and doesn't require discretionary permit.

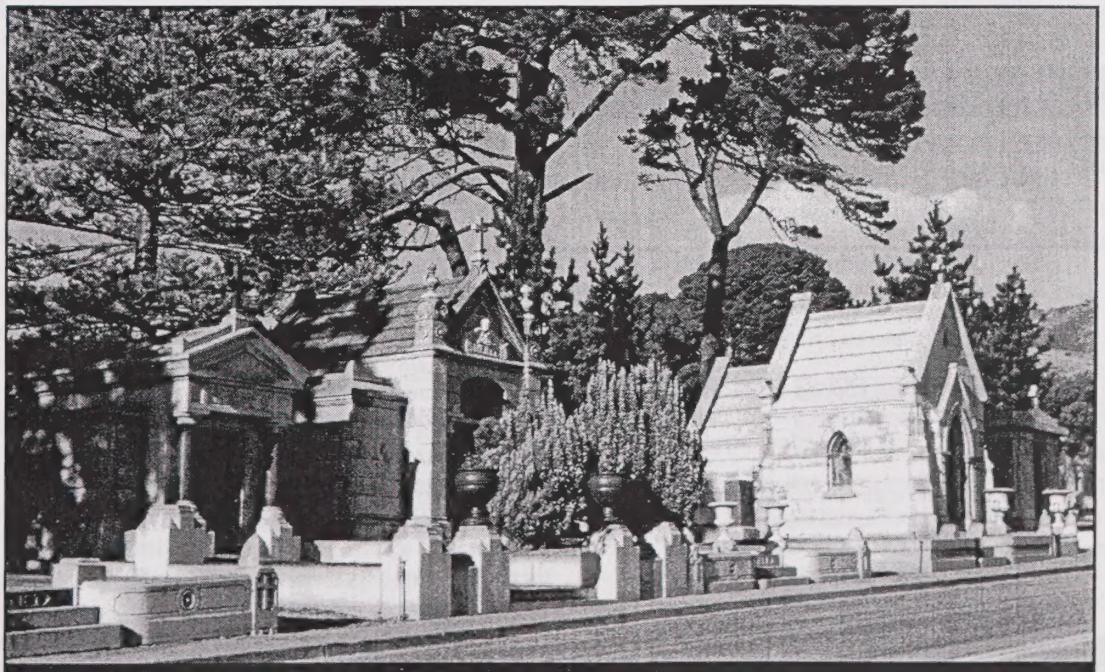
TABLE HR-2 COLMA HISTORICAL PRESERVATION IMPLICATIONS OF PROGRAMS & REGULATIONS			
SECTION + PROGRAM OR REGULATION	**OPPORTUNITY**	**IMPLICATION**	**REMARKS**
5.08.142.7 California Environmental Quality Act (CEQA) (continued)		3. After a **natural disaster** (i.e., flood, earthquake, fire) a local agency can only demolish or destroy those historic structures which are an "imminent threat." Otherwise a local agency must notify and consult with the SHPO if there are damaged historic resources which may require demolition, destruction, or significant alteration. In most cases action taken after a natural disaster for which a state emergency has been declared are statutorily exempt from CEQA. However, actions in the aftermath of disaster which might adversely affect historic resources are subject to statewide governing considerations of historic resources. No structure listed on the National Register, California Register, or local register that is damaged in a natural disaster can be destroyed, demolished or significantly altered unless: a) the structure represents an imminent threat to the public for bodily harm or damage to adjacent property, or b) the action is approved by the State Historical Preservation Office.	
5.08.142.8 California Park and Recreation Facilities Act	1. Restoration **funds for publicly owned buildings** listed on the National Register are eligible from the state when available.	1. These funds are not always available. They are only available whenever a bond is approved by the voters of the State. 2. The source of funds is from the federal government therefore the rehabilitation project must follow the Secretary of Interior's Guidelines or the State Historical Building Code.	
5.08.143 Local Regulations and Programs 5.08.143.1 Historic Resources Inventory	1. Historic Resource Inventory identifies historic resources and districts in the Town of Colma. The approved official list of Historic Resources in the Town of Colma, Table HR - 1, should be sent for Inclusion on the California Register per Section 5.02.423. 2. The Historic Resource Inventory should be **updated** following City Council Action. 3. A copy of the approved local Historic Resources list Table HR - 1 should be sent to the State Office of Historic Preservation, the California Register of Historical Resources, San Mateo County Planning Department, San Mateo County Historical Resources Advisory Board, and San Mateo County Historical Association.		

5.08.200 HISTORIC RESOURCES POLICIES & IMPLEMENTATION MEASURES

The Historical Resources Element is designed to link the Town's past with the present by establishing goals and policies to preserve, protect, and enhance the Town's historic resources.

5.08.210 HISTRORIC RESOURCE PROTECTIONS

REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.08.211	Colma should encourage the rehabilitation and continued use or reuse of designated historic buildings or sites whenever planning or building permits are involved.	The City Planner will make recommendations consistent with this policy to the City Council.	
5.08.212	Important historic resources should be protected through designation by the Town of Colma.	The City Planner will make recommendations consistent with this policy to the City Council.	
5.08.213	State and/or Federal recognition of selected historic resources should be sought by applying for designation as a California Historical Landmark, or a California Point of Historical Interest, and/or inclusion in the National Register of Historic Places. Nomination to the California Register of Historical Resources should be made for qualifying public buildings and whenever private property owners concur.	The City Planner will facilitate applications for qualifying public buildings, and assist property owners who want to apply for historical designation for their buildings.	



Family crypts in the Holy Cross Historic District

5.08.220 HISTORIC RESOURCE PROTECTIONS			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.08.221	A Historic Preservation Ordinance, and Historic District Resource "HR" Combining Zone should be used to identify historic resources. Protection of historic resources should be provided by use of the design review procedure.	The City Planner will make recommendations consistent with this policy to the City Council.	
5.08.222	The Colma Historical Association should be consulted whenever a proposed development project involves a designated historic resource in Colma.	The City Planner will contact the Colma Historical Association and solicit input whenever a proposed development project involves a designated historic resource.	
5.08.223	Colma should use the nationally established, Rehabilitation Standards and Guidelines for the Restoration and Rehabilitation of Historic Structures (See Appendix C).	The City Planner and Building Department will make recommendations consistent with this policy to the City Council.	
5.08.224	Colma should use the California State Historical Building Code (SHBC) for designated buildings to encourage historic rehabilitation.	The City Planner and Building Department will make recommendations consistent with this policy to the City Council.	
5.08.225	An Historic Resources Inventory should be maintained, including keeping a current list of all local, state, and federally designated historical landmarks, points of historical interest, historic resources and historic districts in Colma.	The City Planner will maintain an Historic Resources Inventory and make it available for public inspection.	
5.08.226	The Town should utilize its Design Review procedure for review of development in historic districts and adjacent to designated historic landmarks.	The City Planner will make recommendations consistent with this policy to the City Council for new development projects.	

5.08.230 INCREASE PUBLIC AWARENESS			
REFERENCE NUMBER	POLICY	IMPLEMENTATION MEASURE	CROSS REFERENCES WITH OTHER GENERAL PLAN ELEMENTS
5.08.231	The Town should provide information to the public concerning the location of historic resources and their value to the community, State and Nation.	The City Planner will maintain an Historic Resources Inventory and make it available for public inspection. Historical essays will continue to be published in the Town's newsletter.	
5.08.232	The Town should support the Colma Historical Association in their efforts to expand historical knowledge about Colma.	The Town will pursue establishment of an historical park and museum for Colma.	Open Space/ Conservation 5.04.391
5.08.233	Colma should maintain communication with the State Office of Historic Preservation, California Register of Historical Resources and San Mateo County Planning Department to disseminate information about historical resources in Colma.	The City Planner, City Manager and City Council will take actions consistent with this policy.	

5.08.300 HISTORIC PRESERVATION IMPLEMENTATION PROGRAMS OR ACTIONS

Proposed programs or actions that can be utilized to implement the Historical Resources Element are described below. The status of the program is noted in parentheses after the title of each program. Existing programs which the Town can use without action by the City Council are discussed in Section 5.08.140, and their opportunities and implications are summarized on Table HR-2.

5.08.301 Historic Preservation Ordinance and Historic Resource Combining Zone (New)

The City Council will adopt an Historic Preservation Ordinance and a Historic Resource "HR" Combining Zone for the identification of the Town's historic resources. The Ordinance should establish evaluation criteria for the designation of historic resources and districts, definitions, and use of the Secretary of Interior's Standards for Rehabilitation. The "HR" Zone will be applied as an overlay to the Town's regular land use designations to identify historic resources to be protected. Protection will be afforded by the existing design review procedure.

5.08.302 Historic Evaluation Criteria (New)

The Town Planning Department will work with the Colma Historical Association to draft criteria for use in evaluating historic properties for eligibility as Local Historic Landmarks or Historic Districts. The criteria shall be based on the established criteria for the National Register and California Criteria, Section 5.08.131 and 5.08.132, so that the local resources are qualified to benefit from Federal and State Historic Preservation Programs and funding.

5.08.303 Local Historic Landmarks and Districts (New)

The City Council will adopt the Historic Resource Inventory (see Table HR-1) as the Town's official list of local landmarks and historic districts. The Planning Department shall maintain the Inventory and update it when appropriate. Any newly proposed addition to the inventory will e evaluated using the set of criteria created by the Planning staff and Colma Historical Association (See Section 5.08.302).

5.08.304 Historic Preservation Advisory Board (New)

The Town will designate the Colma Historical Association to participate in the preparation of Colma's Historic Preservation Ordinance and Historic Resource ("HR") Combining Zone, to work with the Planning staff to establish the criteria and procedures for designating historic landmarks and districts, and to operate as a review and advisory body on historic resources.

5.08.305 Standards and Guidelines for Rehabilitation of Historic Buildings (New)

The Town will adopt the Secretary of Interior's (revised 1990) Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as the Town's administrative Design Review Guidelines for any proposed exterior changes to a designated landmark, historic resource or contributing building to a historic district that might offset the character of the designated historic property. Income producing properties on the National Register are eligible for the National Register which work within these standards may obtain a twenty percent tax credit for the cost of rehabilitation.

5.08.306 Mills Act (New)

The City Council will support the Mills Act to provide owners of historic resources with an incentive to maintain the historic character of their property.

5.08.307 Marks Historical Rehabilitation Act

The City Council will consider implementing this Act, when the potential for revenue generation exists, by issuing tax-exempt revenue bonds for the purpose of financing rehabilitation of historic buildings having local, State or National significance.

5.08.308 California Register of Historical Resources Nomination (New)

The City Council will authorize staff to send the adopted list of local historic landmarks and historic districts, Table HR-1, to the California Register of Historical Resources for nomination to their list of Historic Resources.

5.08.309 Historic Route and Signs (New)

The City Council will designate a historic route through Town and consider installing signs to direct visitors along the historic route.

NOBLE CHAPEL, 1892-93, Cypress Lawn Memorial Park. This Victorian Gothic Chapel and Crematory was named after Hamden Noble, the founder of the cemetery.

5.08.310 Town of Colma - State Historic Landmark (New)

The City Council will consider steps necessary to apply for the Town to become a State Historical Landmark.

5.08.311 Historic Residential Buildings Preservation (New)

The City Council will seek out property where buildings that are threatened by development may be relocated to create a residential compound or mixed use retail/office/residential village or commons.

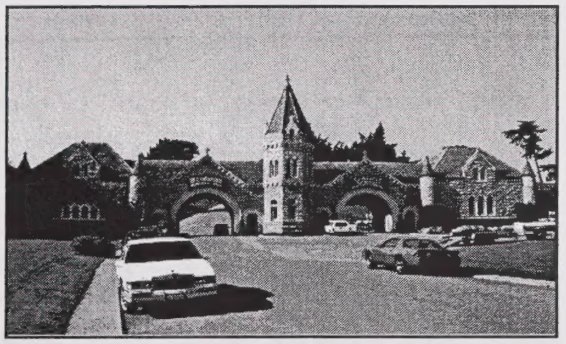
5.08.312 Historic Resources Information Sheet (New)

The Town Planning Department with assistance from the Colma Historical Association will prepare an Historic Resources Information Fact Sheet that identifies different federal and state programs, and tax incentives available to the property owner of designated historic properties.

5.08.400 HISTORICAL RESOURCES ELEMENT APPENDIX A

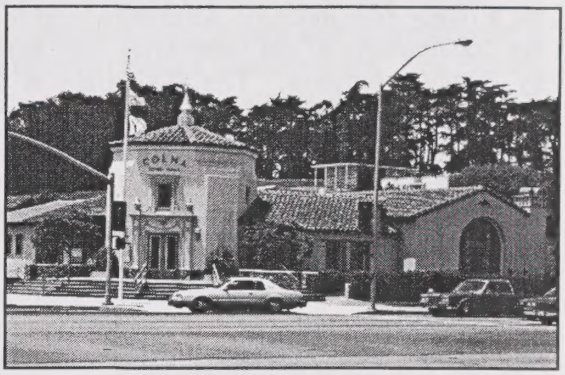
The following is a summary of the documentation compiled during the 1992 Colma Historic Resources Inventory. The full inventory is on file at Colma Town Hall. Definitions of "landmark," "historic resource" and "criteria" used in the following descriptions are found at the end of Appendix A.

5.08.410 SITES ELIGIBLE FOR NATIONAL REGISTER



A. Woodlawn Gatehouse Entry
1000 El Camino Real
Rating: National Register
- Landmark
- Criteria: C (a)(c)

The 1904 Woodlawn office and entry building possesses the highest artistic value of any like architectural feature in Colma and perhaps, the State. Designed by San Francisco architect Thomas Patterson Ross, it successfully combines stylistic elements of the late Gothic Revival with those of H. H. Richardson into an impressive expression of the stonecutter's craft. Its employment of structural concrete as a framework was an early use of new building technology. The *Park and Cemetery Magazine*, July 1915, noted that "Nothing adds more to the dignity and impressiveness of a park or cemetery with an artistic entrance". Cemetery entrances, be they simple or ornate, break the continuity of the surrounding neighborhood and, "announce a special room dedicated to the departed". The Woodlawn gateway provides security by regulating visitation and preserves the sanctity and physical integrity of the cemetery.



B. City Hall
1198 El Camino Real
Rating: National Register
- Landmark
- Criteria: A, C (c)

The Spanish Eclectic style of architecture for Colma's Town Hall was selected by Mattrup Jensen, Colma's first mayor and the Superintendent of Mount Olivet Memorial Park. Mattrup Jensen was impressed with the beauty of the Town Hall in Ross, California, designed by John White in 1928. Jensen made sketches of the building and had them incorporated into the final design of Colma's Town Hall by the architectural firm of Resing and McGinness of San Francisco. While the Town Hall was not constructed until 1937 it is symbolic of the Town's struggle to gain its own identity and for the cemeteries to gain control of their properties through incorporation of the Town in 1924. An addtion to the Town Hall was completed in 1986 matching the original architectural theme.

C. Ottoboni Residence
417 F Street
Rating: National Register
- Landmark
- Criteria: A, B

The Ottoboni Family residence was the original office of the family's Pioneer Nursery. The Ottoboni family is attributed with initiating the flower industry in the region. The Ottoboni family home is significant as the originating point

for a major local industry, floriculture, and for the contributions to the community over time by family members. The residence is a craftsman style building. The house is sited next to a group of buildings that were moved to the site in the 1960s onto what was once the flower beds of Colma's first nursery, Ottoboni's Pioneer Nursery.

D. Mattrup Jensen Residence
649 F Street
Rating: National Register
- Landmark
- Criteria: A, C (c)

Mattrup Jensen, the father of modern Colma and first mayor, designed and built his home on F Street. He later remodeled the house based on examples of antebellum residences he had seen while on vacation in the south. Through Jensen's leadership, in 1923 the Associated Cemeteries joined together to incorporate the Town. Jensen's house is the best resource representative of his many accomplishments within the community as a businessman and civic leader.

E. Mount Olivet Cemetery Office and Streetcar Line
1500 Hillside Boulevard
Rating: National Register
- Landmark
- Criteria: A, C (c)

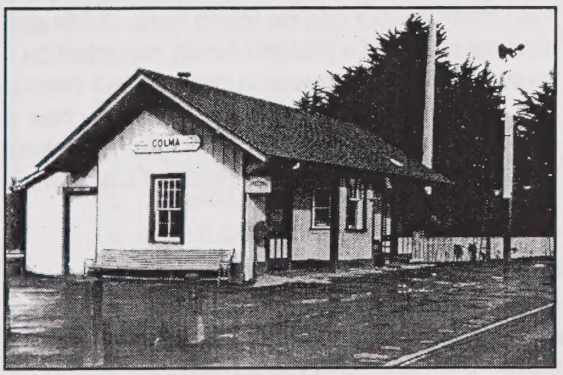
This building best represents the contributions of the Abbey Land and Improvement Company to the development of Colma. The company established Mount Olivet Memorial Park, the fifth cemetery to be built in Colma and constructed a streetcar line along F Street to their office and cemetery from the main electric railway at El Camino Real. The Mount Olivet local line, as it was known, was in operation until 1926. The Mission Revival Style office was designed by the corporation's vice president, San Francisco architect William H. Crim. The square tower at the southeast corner of the building marks the original entry to the Mount Olivet Cemetery office. In spite of some changes to the building's windows the building retains its original character.

F. Molloy's (Historically known as Brooksville Hotel)
1655 Old Mission Road
Rating: National Register
- Landmark
- Criteria: A

In 1883 the Brooksville Hotel was opened to house the workers who were about to build a succession of cemeteries in the area. It is the oldest commercial establishment in continuous operation in Colma. The Brooks family left in 1912 but retained ownership of the hostelry which became a popular speakeasy during prohibition. In 1929 Frank Molloy purchased the Hotel and named it Molloy's Springs. Molloy's became the social center of Colma. The hotel and bar are still operating in the historic commercial complex beside Old Mission Road.

G. L. Bocci & Sons Monuments
7778 Mission Street
Rating: National Register
- Landmark
- Criteria: A, B

Leopold Bocci, a professional stone carver, established the first monument shop in Colma in 1904. In approximately 1937 a local contractor, Joseph Ragni, built the new office facade for Bocci and his sons. This building represents the oldest cemetery related industry in continuous operation in Colma Donald Bocci, Leopold's grandson, continues to operate the shop as a family business with two of his daughters.

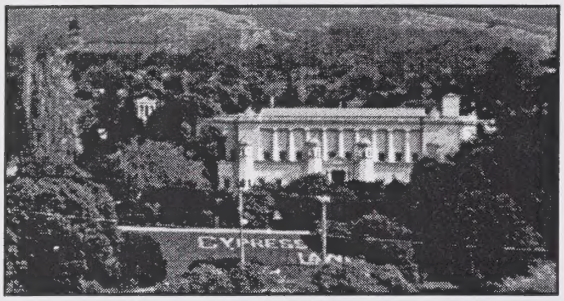


H. Old Colma (School House) Railroad Station
480 Serramonte Boulevard (Temporary Pending Relocation)
Rating: National Register
- Landmark
- Criteria A, C (c)

The Old Colma Railroad Station built in 1881, and recently relocated to El Camino Real and Serramonte Boulevard, may be eligible for listing on the National Register. The Station was originally called the School House Station. Its architectural style is rare and is considered a relic from Colma's gardening era. The School House Station, which was located at the juncture of El Camino Real and San Pedro Avenue, was the center of the larger northern San Mateo County area historically known as Colma. Early businesses clustered along these intersecting streets. This was where the farmers and teamsters stopped enroute to San Francisco; the location of the area's first school, and later a post office. According to the San Mateo County Gazette in November 1882 the School House Station was "decidedly the most important stopping place between the town of San Mateo and the city of San Francisco" and is ". . . the most valuable garden ground in the State . . . ".

Before the station was moved it was evaluated by the State Office of Historic Planning and the Keeper of the Register as being eligible for the National Register. Since the station was relocated its original National Register Ranking of 2S2 may no longer be valid. However, it shouldn't affect the ranking significantly because the station is still on El Camino Real at a major intersection, it is only a mile south of its original location and it will be sited on the site in a fashion which is similar to its original situation.

5.08.420 HISTORIC DISTRICTS ELIGIBLE FOR NATIONAL REGISTER



A. Cypress Lawn Historic District
1370 El Camino Real
Rating: National Register Historic District with 21 Resources

The Cypress Lawn Historic District is described in Section 2.211 of the Historical Resources Element. The twenty-one historic resources are identified below:

1. Norman Towers
Pair of monumental stone towers, forty feet high, at the Hillside Boulevard entrance.

2. Grand Gateway
1892 granite archway set back from El Camino Real. The archway, designed by Barnett McDougal & Son of San Francisco, is one of the earliest examples of Mission Revival-style architecture found anywhere.

3. Original Columbarium
1893 two-story rock-faced granite columbarium designed by architects Edward Heatherton and Thomas P. Ross for the exclusive use of cremated remains. This building is one of the earliest examples of Mission style architecture and is one of the first columbariums designed in the West.

4. Noble Chapel
A small English-style Victorian Gothic chapel designed by architect Thomas P. Ross in 1894. It continues to be used for religious services and contains the cemetery's receiving vault and two modern crematoria.

5. Cemetery Office Building
1918 administration/office building on the west side of El Camino Real was designed by architect Bernard J. S. Cahill. The columned building has a red tile roof which gives the feeling of old California Spanish Architecture.

6. Community Mausoleum:
1921 Roman Renaissance mausoleum designed by Bernard J. S. Cahill. The building received international recognition for its architectural and artistic excellence. The stained and art glass ceiling of the complex, which covers about four and one-half acres, represents one of the finest collections of stained glass in the United States. Buried here are William C. Ralston, Elizabeth Fry Ralston, K. W. Koo and George Fox.

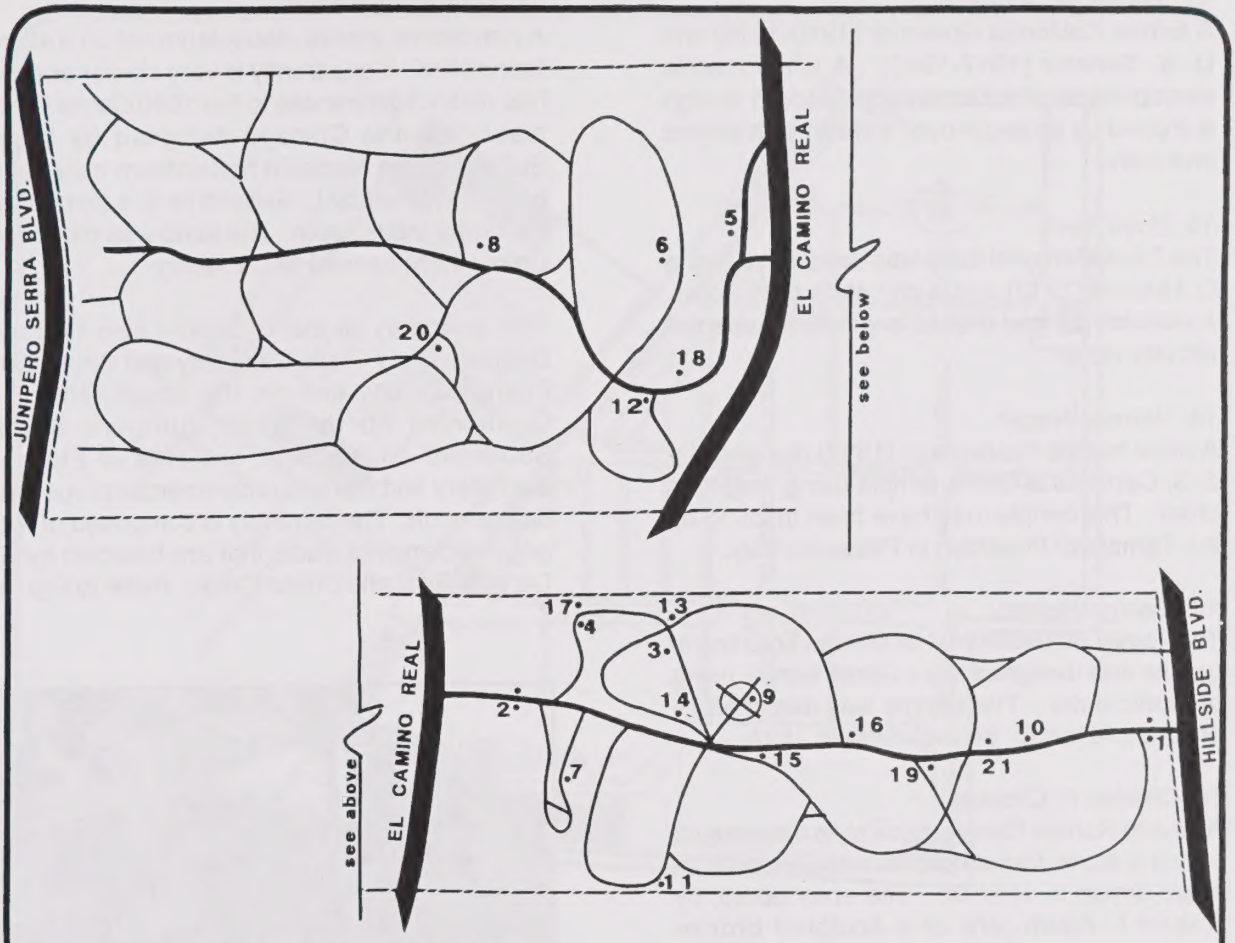
7. Lakeside Columbarium
1927 concrete columbarium by architect Bernard J. S. Cahill. The unfinished columbarium is both the largest and the last of its type in the United States. Gertrude Atherton and Paul I. Fagan are buried here.

8. Laurel Hill Monument
The three acre grassy mound is the final resting place for over 35,000 San Francisco pioneers. Two monuments can be found here. A life size bronze statue of a pioneer family mounted on a round granite plinth with a granite wall behind it. A giant obelisk by Vladimir Oslou, has a sculpture of Father Time on its backside commemorating the burial place of California's pioneers.

9. Reverend William Kip
Kip was the first Episcopal bishop of California. A tall granite Celtic Cross by Ernest Coxhead marks the Reverend Kip's burial place.

10. Thomas Oliver Larkin
Larkin's kneeling angel gazing at sculpted cameo sitting atop his tomb.

11. Charles de Young:
A life size bronze statue of Charles de Young marks his final resting place which was transferred here from San Francisco's Odd Fellow Cemetery.



1. NORMAN TOWERS
2. GRAND GATEWAY
3. ORIGINAL COLUMBARIUM
4. NOBLE CHAPEL
5. CEMETERY OFFICE BUILDING
6. COMMUNITY MAUSOLEUM
7. LAKESIDE COLUMBARIUM
8. LAUREL HILL MONUMENT
9. REVEREND WILLIAM KIP
10. THOMAS O. LARKIN
11. CHARLES DE YOUNG
12. HIRAM JOHNSON
13. LLOYD TEVIS
14. HERMAN NAGER
15. GEORGE HEARST
16. CHARLES CROCKER
17. DE LA MONTANYA
18. DANIEL MURPHY
19. ARTHUR RODGERS
20. GEORGE WHITTELL
21. GUSTAVE NIEBAUM

CYPRESS LAWN HISTORIC DISTRICT

HISTORIC DISTRICT

•2 HISTORIC RESOURCE

HR-2

FIGURE

8/98

12. Hiram W. Johnson
A former California Governor (1910-1916) and U. S. Senator (1917-1945). A white marble sarcophagus of a Depression Modern design is topped by an eagle over a shield with stripes and stars.

13. Lloyd Tevis
The Tevis Memorial tomb was designed by John G. Howard (1912) and is one of his best works. A massive winged bronze angel dominates the circular niche.

14. Herman Nager
A white marble mausoleum (1917) designed by J. S. Cahill as a Greek temple using the Doric order. This temple may have been inspired by the Temple of Poseidon in Paestum, Italy.

15. George Hearst
This family mausoleum with sixteen columns of granite was designed like a Greek temple using the Ionic order. The temple was designed by architect Albert C. Schweinfurth in 1896.

16. Charles F. Crocker
A granite Roman Renaissance style mausoleum set on a stone foundation was designed by A. Page Brown in 1894-98. The entry doors, by Robert I. Aiken, are of a sculpted bronze hovering angel.

17. De la Montanya
A mausoleum designed by J. S. Cahill in 1819-1909. It is one of the more elaborate mausoleums at the cemetery and it once had a Tiffany window.

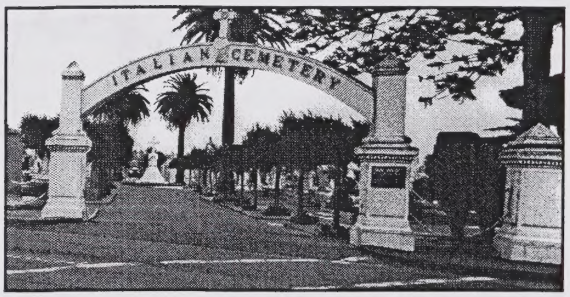
18. Daniel T. Murphy
A spired family mausoleum with a green bronze roof is like a French Gothic chapel. The mausoleum has unique stained glass.

19. Arthur Rodgers
An Egyptian style tomb with three giant sphinxes at the entrance, and a
winged Egyptian sun-disc on the cornice above the entrance. The interior floor is tile with traditional Egyptian designs.

20. George Whittell & Nicholas Luning
The mausoleum design has an Egyptian influence and is flanked by two sphinxes on the exterior which are of Greek origin.

21. Gustave Niebaum
A handsome granite mausoleum set on a stone foundation. It apparently is very similar and yet has distinct differences to the 1890 Carrie Getty mausoleum in Chicago designed by Louis Sullivan. The Niebaum mausoleum may have been designed by L. Sullivan or is a take-off of the Getty mausoleum. The tomb was moved to Colma from Laurel Hill Cemetery.

The boundary of the Cypress Lawn Historic District is Holy Cross Cemetery and South San Francisco city line on the south; Hillside Boulevard on the east; Junipero Serra Boulevard on the west; and Hills of Eternity Cemetery and numerous commercial properties on the north. The cemetery is composed of two large rectangular tracts that are bisected by El Camino Real and Colma Creek. Refer to Figure 2.

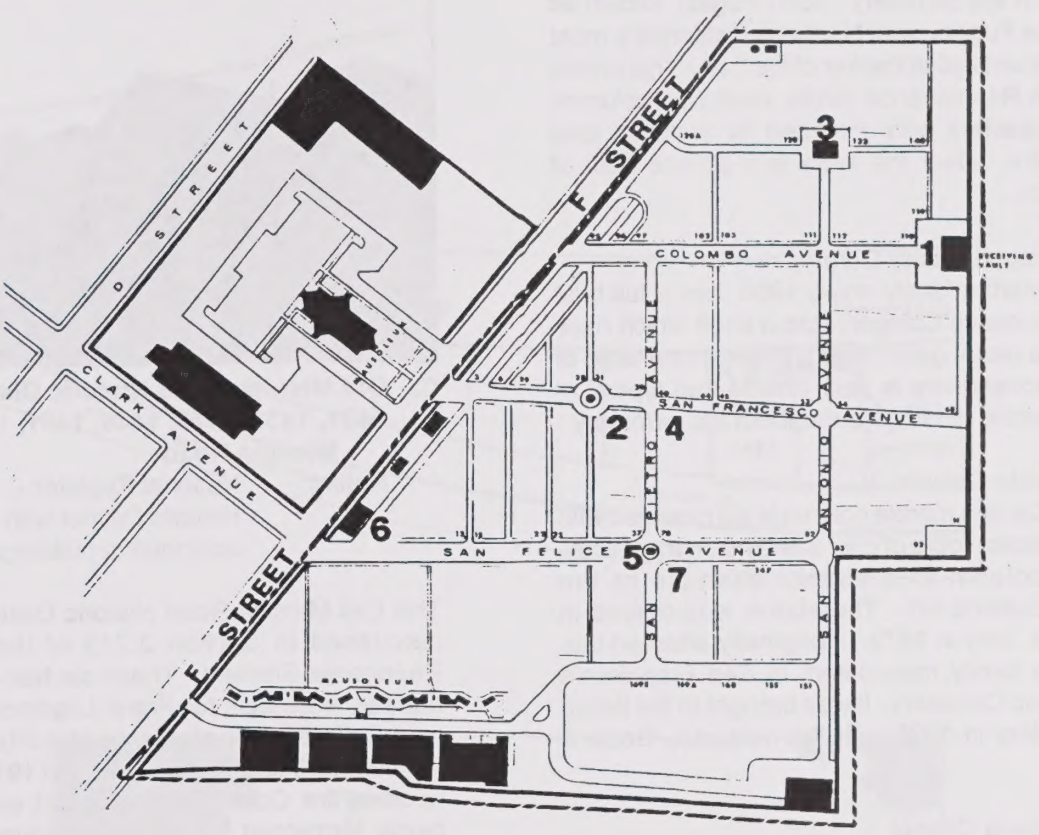


B. Italian Cemetery Historic District
540 F Street
Rating: National Register Historic District with 7 Resources

The Italian Cemetery Historic District is described in Section 2.212 of the Historical Resources Element. The seven individual historic resources are identified below as:

1. Receiving Vault
This receiving vault designed by John Porporato in 1900 is the oldest structure in the cemetery. The interior walls are covered with a veneer of Carrara marble and the exterior is fashioned with brick and concrete. Stained glass windows occur throughout the building.

2. Porporato Family Chapel
This concrete family chapel was designed by John Porporato in 1908 and was crafted by Valerio Fontana. It was one of the first private chapels in the cemetery.



1. RECEIVING VAULT
2. PORPORATO FAMILY CHAPEL
3. FUGAZI VAULT
4. CALEGARI FAMILY CRYPT
5. MARBLE COLUMN
6. FONTANA CHAPEL
7. BOCCI FAMILY CHAPEL

ITALIAN CEMETERY HISTORIC DISTRICT

—— HISTORIC DISTRICT

2 HISTORIC RESOURCE

HR-3
FIGURE

8/98

3. Fugazi Vault
This vault is the largest and most majestic family vault in the cemetery. John Fugazi, known as Pappa Fugazi, was Northern California's most prominent Italian banker of the time. This ornate Italian Renaissance family vault with columns and pilasters was designed by architect Italo Zanolini. Over the entry is a bronze bust of Fugazi.

4. Calegari Family Crypt
This marble family crypt, 1905, has a full bust of Francesco Calegari atop a shaft which rises from a rectangular base. The workmanship of the stonecutters is very artistic and typical of the marble carvings throughout the cemetery.

5. Marble Column
This Carrara marble column is surmounted with a symbolic figure of grief standing on a pedestal. The column is a superb example of the stonecutter's art. The statue was carved in Genoa, Italy in 1872. It originally adorned the Brittan family mausoleum in San Francisco's Masonic Cemetery. It was brought to the Italian Cemetery in 1936 with the help of L. Bocci & Sons.

6. Fontana Chapel
This granite chapel was erected by Elio Fontana, the son of Valerino Fontana. Valerino Fontana was an established and important stonecutter in Colma.

7. Bocci Family Chapel
The chapel's black granite door surround is capped with a marble statue of Jesus. Leopoldo Bocci established the first stonecutting business in Colma. Bocci and Fontana created most of the funerary art at the Italian Cemetery.

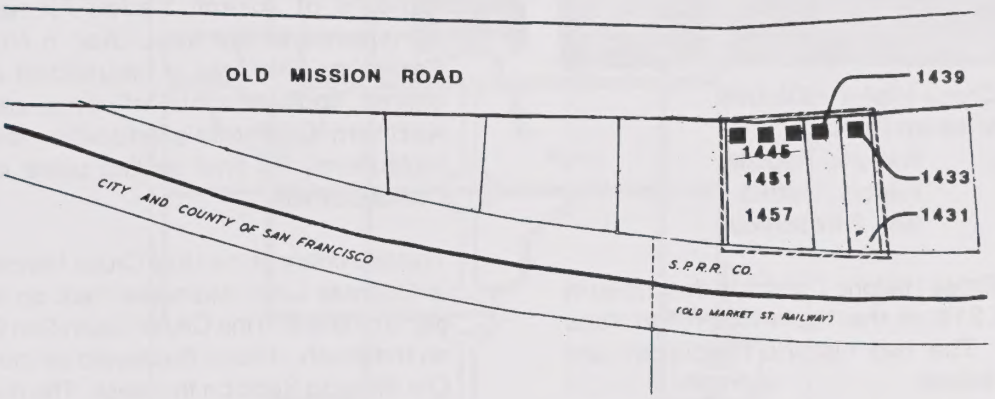
The boundary of the Italian Cemetery Historical District is: F Street on the north; El Camino Real on the west; Eternal Home Cemetery on the south, and several private parcels on the east (Refer to Figure 3). The cemetery has an irregular shape, the newest section on the north side of F Street is not included in the historic district.

C. Old Mission Road Historic District
1431, 1433, 1439, 1445, 1451, 1457 Mission Road

Rating: National Register - Historic District with six contributing buildings

The Old Mission Road Historic District is also discussed in Section 2.213 of the Historic Resources Element. These six Neo-Classical houses were built for Frank Lagomarsino and are Colma's single largest collection of residences built between 1908 and 1918. These houses are Colma' s most intact example of family farmstead. Frank Lagomarsino built his family farmhouse (1439) in 1917. His son's house (1431) and four rental units (1433, 1445, 1451, 1457) were built in 1918. While the original farm buildings were demolished in the 1980s and the farmland has been developed for commercial use, the six rowhouses retain much of their integrity from when they were constructed by L. Ferreios' New Era Construction Company. Four of the houses were built from the same set of plans prepared by L. Ferreios. Three of the houses continue to be owned by Lagormarsino family members (1431, 1433, 1439).

The boundary of the Old Mission Road Historic District is: Old Mission Road on the east; the Southern Pacific Railroad right-of-way on the west; and a privately owned commercial property on the north and south (Refer to Figure 4). The district is comprised of three separate parcels; one parcel has three residences and another parcel has two residences.



OLD MISSION ROAD HISTORIC DISTRICT

—·—·— HISTORIC DISTRICT

■ HISTORIC RESOURCE

HR-4
FIGURE

8/98

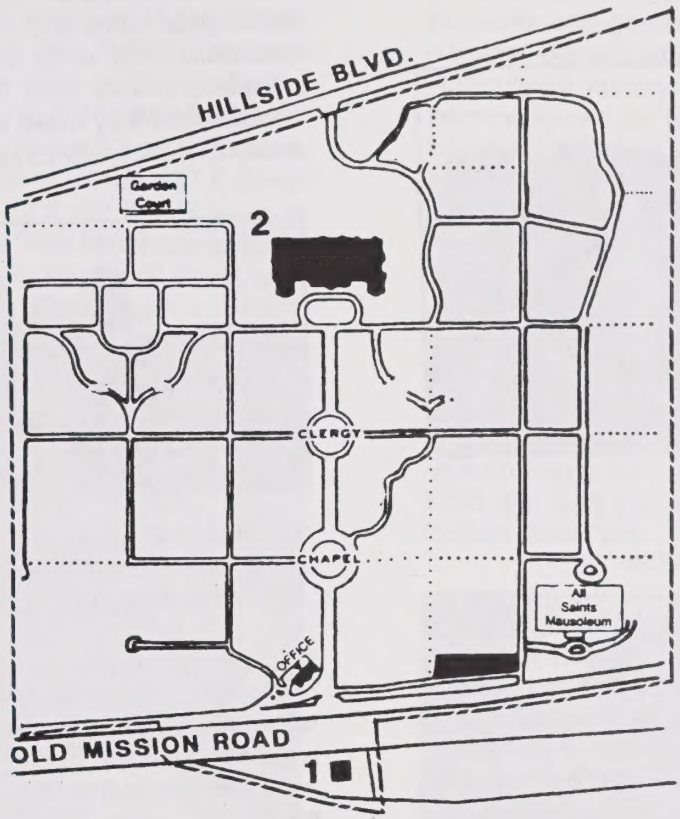
D. Holy Cross Historic District
1595 Mission Road
Rating: National Register Historic District with 2 Resources

The Holy Cross Historic District is described in Section 2.214 of the Historical Resources Element. The two historic resources are described below:

1. Holy Cross' Gateway and Lodge Building
The Gateway and Lodge Building, also known as McMahon Station was designed by Frank T. Shea and William D. Shea in 1902. It is the oldest remaining building ensemble of Colma's first cemetery. The building functioned as both an office and a station for funeral parties and visitors. The Lodge is a good example of the Richardson Romanesque architectural style with its rock-faced ashlar masonry articulated by arcaded walls. It represents a functional adaptation of Richardson's popular railway depot design for the needs of the cemetery. It is one of very few examples of the style found in San Mateo County, the most notable of which is Stanford University.

2. Holy Cross Mausoleum
The Holy Cross Mausoleum was designed by John McQuarrie in 1921, and was dedicated by Archbishop Edward Hanne. The mausoleum original covered a four acre area and contains 14,000 crypts, it now covers over nine acres. The mausoleum contains the remains of numerous prosperous California figures such as Faxon Atherton, Angelo Rossi, and Michael Geraldo. The sepulcher of Archbishop Joseph Sadoc Alemany is located in the central apse of the Holy Cross mausoleum which is reserved for the burial of archbishops of San Francisco. Alemany played an important role in the development of California's religious community, education of the children, and secular life. He profoundly shaped the conscience of California's Catholics and was the first and last Catalan who brought the best of his province's heritage to his adopted country. Alemany died and was buried in 1888 in Vich, Spain, his birthplace. However in 1965 the remains of Joseph Sadoc Alemany were transferred to the sepulcher in Holy Cross Cemetery. He was a naturalized American citizen and while his influence permeated Northern California's education and social institutions, his final resting place is at Holy Cross Cemetery.

The boundary of the Holy Cross Historic District is Cypress Lawn Memorial Park on the north, city limit line and the City of South San Francisco on the south, Hillside Boulevard on the east and Old Mission Road on the west. The district also includes a triangular parcel on the west side of Old Mission Road bound by Old Mission Road on the north and east, Southern Pacific Railroad right-of-way on the west and a private parcel on the south. Refer to Figure 5.



1. GATEWAY AND LODGE BUILDING
2. HOLY CROSS MAUSOLEUM

HOLY CROSS HISTORIC DISTRICT

---- HISTORIC DISTRICT

2■ HISTORIC RESOURCE

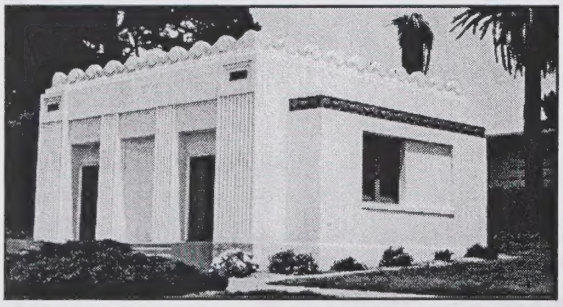
HR-5
FIGURE

8/98

5.08.430 POTENTIAL STATE AND LOCAL HISTORIC RESOURCES

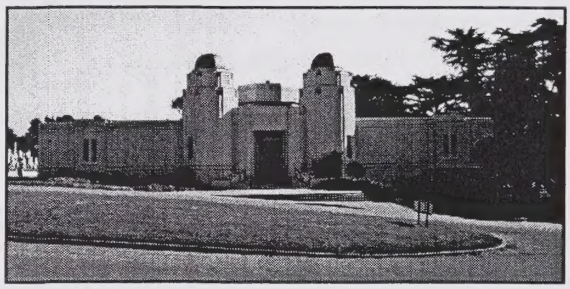
A. Filipini Residence
7701 Mission Street
Rating: Historic Resource

The Joseph Filipini house is the best remaining example of the Spanish Eclectic style of architecture in Colma. Very few residences were constructed in Colma between the time it was incorporated in 1924 and the end of World War II. The Filipini house was constructed in 1934 by Anthony Pianca. Pianca is one of the few early contractors identified with the development of Colma. The home probably derives its Mediterranean character more from the Italian-American makeup of the community than from any conscious effort to express a specific building style.



B. Salem Memorial Park Office/Chapel
1171 El Camino Real
Rating: Historic Resource

The Salem Memorial Park/Office Chapel is an interesting example of divergent historical forms incorporated in a composition reflecting the architectural fashion of the building's own design period, the 1903, as well as the malleability of a modern construction material, concrete. The rectangular forms and decorative banding are Neo-Babylonian while the symmetrical use of pilasters draws from Roman sources. In combination they make a successful Moderne design, at once reflective and contemporary.



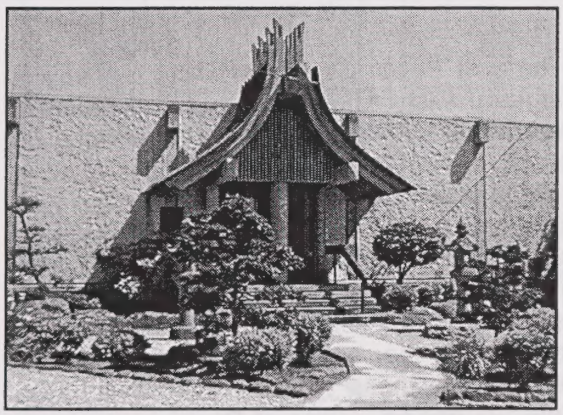
C. Hills of Eternity
1301 El Camino Real
Rating: Historic Resource

Near the El Camino Real entrance is the Portals of Eternity Mausoleum which is on a grass slope with mature trees to the southwest that create a natural backdrop for the building. It is one of two examples in Colma of Neo-Byzantine style buildings reflecting the near eastern architectural sources for the Jewish monumental design. There is also a marked reference to the Moderne style with horizontal and vertical grooves and lines and the chevron moldings that characterize the compound entry. The building was designed by the San Francisco architectural firm of Samuel Hyman and Abraham Appleton. The Hyman and Appleton office has done most, if not all, of the additions over time and are responsible for the building's continuity of design.

D. Pelton "Cheap Dwelling"
437 F Street
Rating: Historic Resource

This house is one of San Francisco architect John Pelton's design for "Cheap Dwellings" published in the *San Francisco Evening Bulletin* between 1880 and 1883. The building was moved to its current location in the 1960s from the

Alemany Street area of San Francisco during the construction of Highway 280. The building is a relatively intact example of the Cheap Dwellings designed by John Pelton. The plans for these dwellings were published by the newspaper because the editors had the idea to publish inexpensive, hence "cheap," plans to make housing affordable. While 437 F Street is a relocated building it still functions in its intended role as affordable housing and is one of the few remaining examples of the style to survive. It should be treated as a historic resource because of its role in the broader patterns of residential development in the San Francisco Bay Area.



E. Japanese Cemetery
1300 Hillside Boulevard
Rating: Landmark

The cemetery is small and unique for its absence of trees and lawn and its crowded monuments. Upon entering the main gate visitors pass through a traditional Japanese garden. The cemetery is for all Japanese regardless of fame or fortune. Japanese who were buried in Laurel Cemetery in San Francisco were reburied in Colma's Japanese Cemetery. A granite monument marks the graves of hundreds of Japanese who were removed from San Francisco's Laurel Hill Cemetery in 1940.

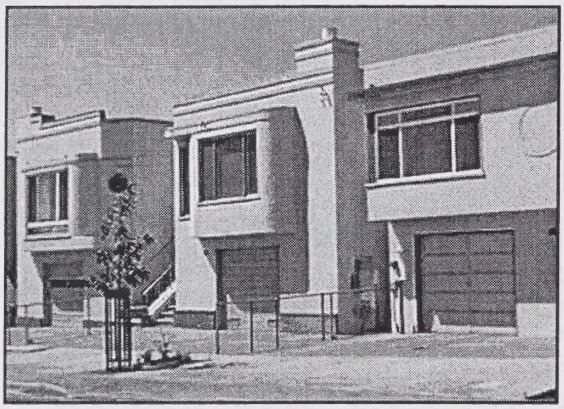
The graves of three Japanese sailors from the Ship Kanrin Maru, who died in San Francisco in 1860, were moved to Colma from Laurel Cemetery. In front of these graves is a circle and a marker referred to as ireito (comfort all souls) which symbolizes the center of the cemetery. These gravestones were paid for by the Emperor of Japan. A towering obelisk stands in tribute to George Shima (Kinji Ushijima) who produced the bulk of California's potatoes and gained the title "Potato King". Another person who influenced California's Agricultural history is Keisaburo Koda who became known as "California's Rice King." He was the only American grower of sweet rice, an ancient ceremonial rice, and was the first to sow rice seeds by airplane. He demonstrated that rice could be grown on a commercial scale. There is a monument to the "Unknown Soldiers" which recognizes the Japanese-Americans who fought as part of the United States Armed Forces in World War II. The Cemetery's most traditional family tomb contains the remains of three generations of the Hagiwara family. Makoto Hagiwara came to San Francisco in 1890 and built the Japanese Tea Graden in Golden Gate Park.

F. Pet's Rest Cemetery Office
1905 Hillside Boulevard
Rating: Historic Resource

This house is one of the few remaining examples of post-1906 earthquake residential buildings in Colma. Following the earthquake the Colma area became a center for resettlement for refugees from the San Francisco disaster. The residential building type that resulted from this rapid population influx was typically a one or two and one-half story and gabled building with a rectangular plan. The facades of the homes were characterized by recessed central entries, flanked by single or double angled bays. Many of these new buildings had raised basements requiring tall, straight or side approach stairways to reach the front doors. Earl Taylor, Assistant Manager of Cypress Lawn Cemetery, bought his home in 1947 to establish Pet's Rest Cemetery, the only pet cemetery in Colma.

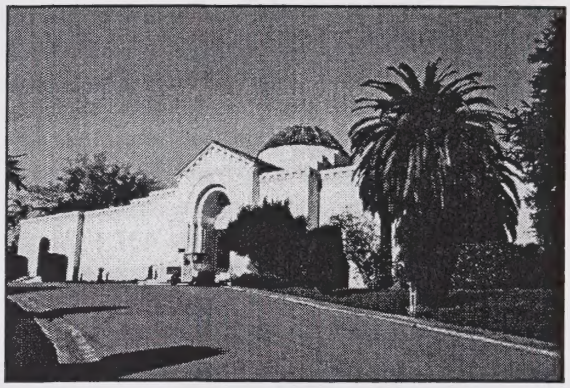
5.08.440 POTENTIAL STATE AND LOCAL HISTORIC DISTRICTS

Historic Districts should be formed when more than one historic resource occurs on a parcel.



A. E. Street Historic District
(Ottoboni Residential Buildings)
464, 466, 467-469, 471 E Street
Rating: Historic District
4 Resources

These four residential buildings on E Street, which is only one block long, are Spanish Eclectic and Moderne in style. The Spanish Eclectic houses at 464 and 466 E Street were constructed in 1924. The other homes of the Moderne design were moved to the site in the 1960's from the Alemany Street area of San Francisco during the construction of State Highway 280. Most of the Eclectic buildings in Colma were relocated from locations outside of Colma to their present site by owner Raymond Ottoboni after World War II. While these buildings were not originally built in Colma, so many of San Francisco's row houses were relocated in Colma in the 1960's that they need to be discussed. Their significance is in their number and distribution giving the erroneous sense that they were part of the chronological growth of the Town when, in fact, them came over a very short period of time as the result of a specific event.



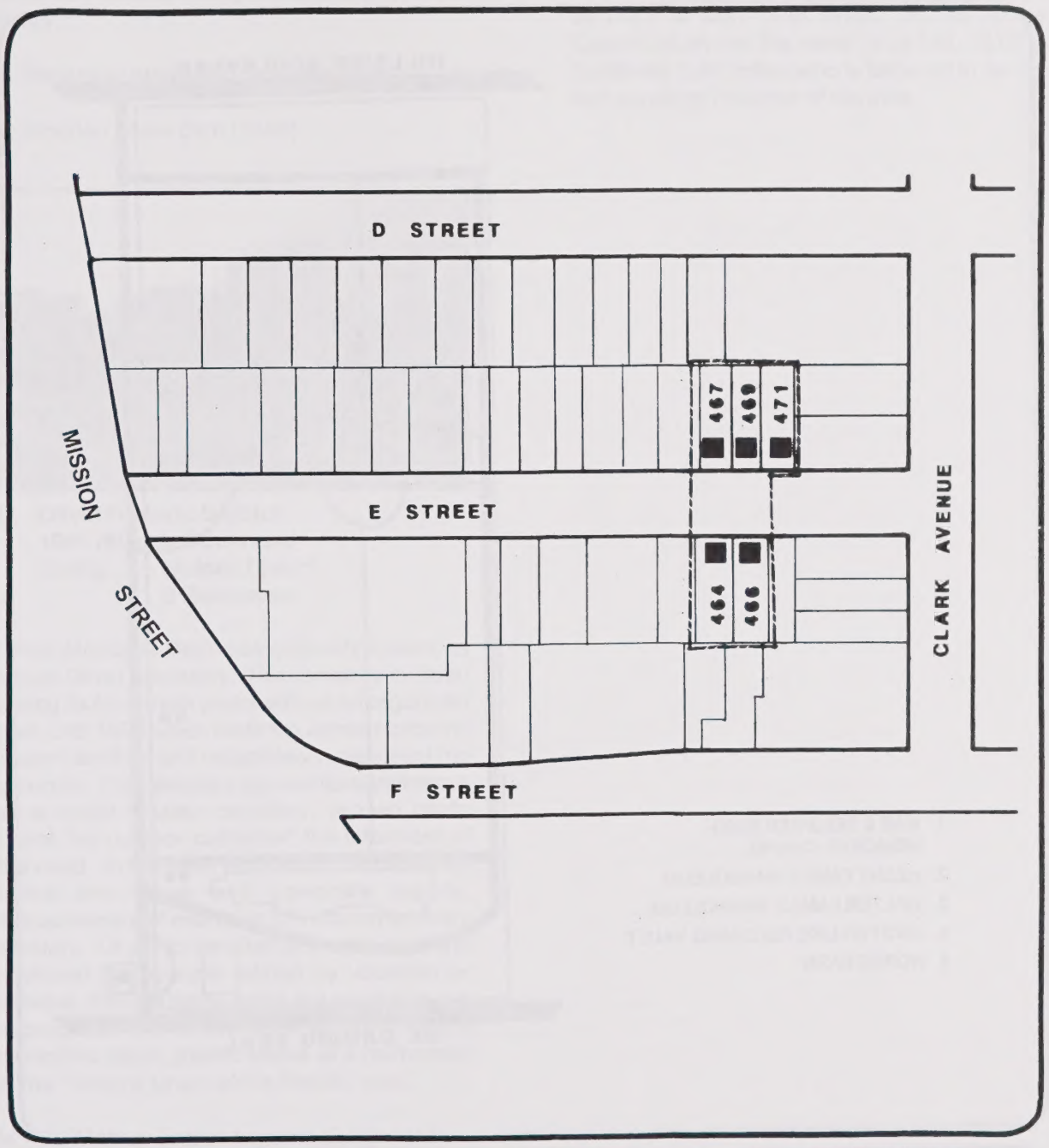
B. Home of Peace Historic District
1229 El Camino Real
Rating: Historic District
5 Resources

Home of Peace Cemetery is the oldest and largest Jewish cemetery in the west. While there are many similarities between the funerary practices with Jewish faith and those of other religions represented in Colma, there are also differences. Above ground interment has been a Jewish practice since the ancient times. The style of both monuments and mausoleums at Home of Peace tend to draw their inspiration from early near eastern architectural forms rather than those typically associated with funerary design. Home of Peace is a resting place for many Jews prominent in the settlement and upbuilding of California and the west. The cemetery has a park-like landscape with lawns and mature stands of trees as well as prominently featured palms. There are many handsome granite mausoleums from the 19th and early 20th centuries as well as beautifully carved monuments and headstones. The design of many of the family mausoleums with their square or cross axial base capped with rounded domes reflect building forms of the ancient near east. Of particular note is the Emanu-El Memorial of Mae and Benjamin Swig with its large tiled dome reminiscent of Constantinople's Hagia Sophia.

The five identified historic resources include:

a) Mae and Benjamin Swig's Memorial Chapel (with mausoleum and columbarium;

b) Carved granite family mausoleum (Hetch family);



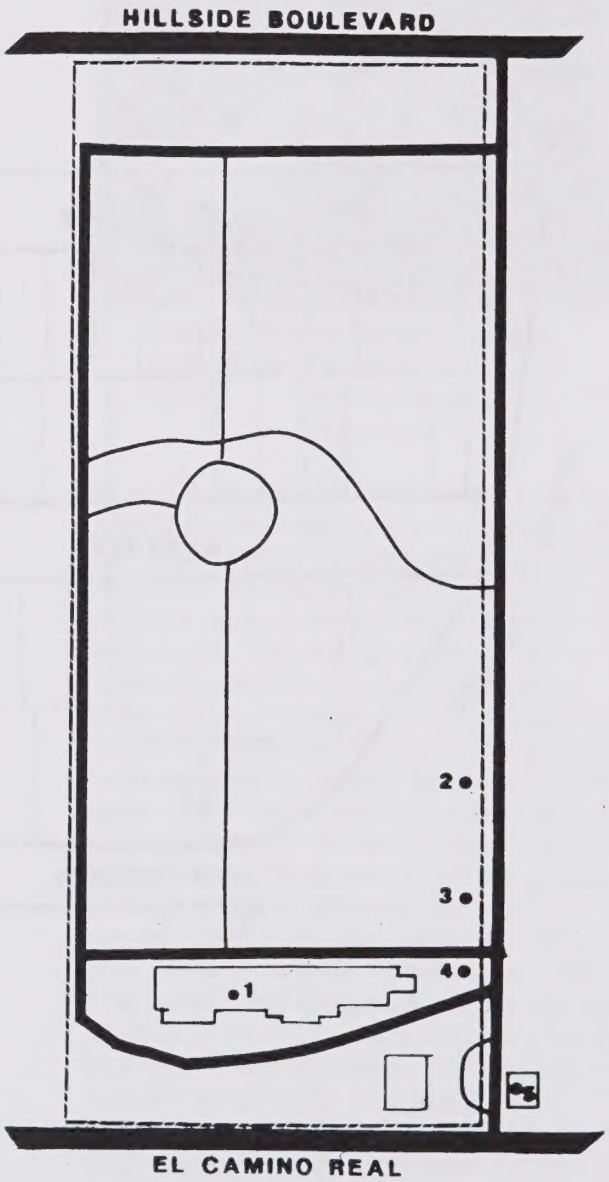
E STREET HISTORIC DISTRICT

HISTORIC DISTRICT

HISTORIC RESOURCE

HR-6
FIGURE

8/98



1. MAE & BENJAMIN SWIG MEMORIAL CHAPEL
2. HECHT FAMILY MAUSOLEUM
3. WALTER FAMILY MAUSOLEUM
4. GROTTO-LIKE RECEIVING VAULT
5. HORSE BARN

HOME OF PEACE HISTORIC DISTRICT

——— HISTORIC DISTRICT

• 3 HISTORIC RESOURCE

HR-7
FIGURE

8/98

c) Greek temple family mausoleum (Walter family);

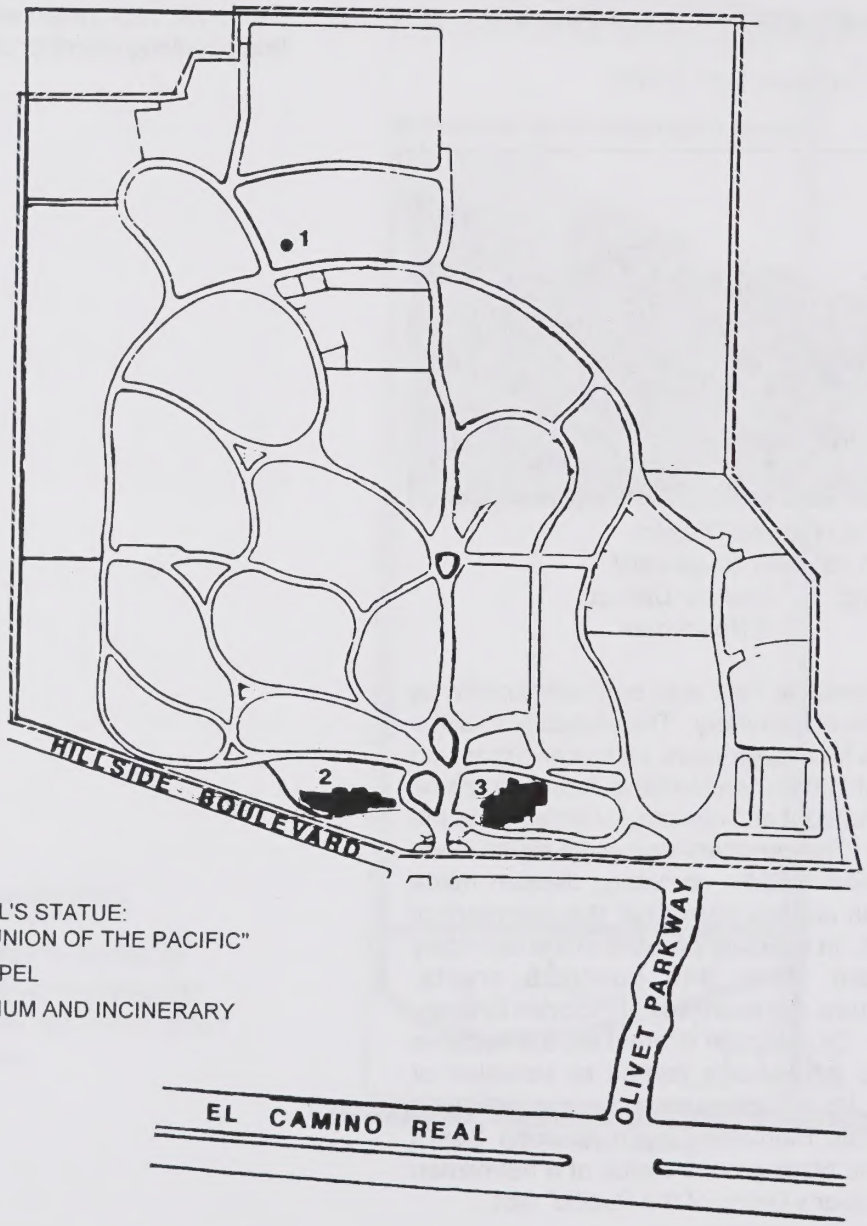
d) Recessed grotto-like receiving vault;

e) Wooden horse barn (1889).

C. Olivet Historic District
1601 Hillside Boulevard
Rating: Historic District
3 Resources

Olivet Memorial Park was originally known as Mount Olivet Cemetery. The cemetery evolved during its first seven years without an organized plan until 1904 when Mattrrup Jensen became Superintendent and completely redesigned the grounds. The cemetery derives its significance as a model modern cemetery; Jensen made Olivet "an outdoor cathedral" the interment of the dead. In the older portions of the cemetery there are stone and concrete crypts, mausoleums and examples of Victorian funerary statuary. Of particular interest are the sections reserved for persons related by vocation or interest. Most of these areas are marked by an appropriate monument such as John Stoll's monolithic black granite statue of a helmsman in the "Sailor's Union of the Pacific" plot.

In 1908 Mattrup Jensen began to design modern crematories and in 1912 perfected a retort for cremation which became a standard for the trade. In 1915 his ideas were incorporated in the design of the new columbarium and incinerary prepared by architect William Crim, Jr.. The late English Gothic Revival style Abbey Chapel of 1896 and the 1915 revival style Columbarium were both designed by William Crim Jr. These two buildings still retain much of their original design integrity in spite of addition to both over time. Buried in the Columbarium are the remains of Ishi, 1916, a California Yahi Indian who is believed to be the last surviving member of his tribe.



1. JOHN STOLL'S STATUE: "SAILOR'S UNION OF THE PACIFIC"
2. ABEEY CHAPEL
3. COLUMBARIUM AND INCINERARY

OLIVET HISTORIC DISTRICT

HISTORIC DISTRICT

• 3 HISTORIC RESOURCE

HR-8
FIGURE

8/98

5.08.450 CATEGORIES AND DEFINITIONS FOR HISTORIC PROPERTIES*

Landmark (Highest Importance): The first, last, only or most significant of a type in a region, over fifty years old, possessing integrity of original location and intangible elements of feeling and association. A site or structure no longer standing may possess significance if the person or event associated with the structure was of transcendent importance to the community's history and the association consequential. Every effort should be made to retain the original exterior appearance of the landmark, including its immediate setting and, on an advisory basis, to encourage uses which would maintain the interior, in its original configuration.

Historic Resource: (Major Importance) A Historic Resource is a structure, site or feature which is representative of a historic period or building type but is not of Landmark quality. Modifications of the feature, including change of use, additions, etc., are acceptable as long as the resource retains the essential elements which make it historically valuable.

Historic Districts: A geographically definable area with a significant concentration of buildings, structures, sites, spaces, or objects unified by past events, physical development, design, setting, materials, workmanship, sense of cohesiveness or related historical and aesthetic associations.

Within a Historic District, the following designations would apply:

A Contributing Building, site, structure, or object that adds to the historic architectural qualities, historic associations or archeological values for which a district is significant because:

(a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time, or is capable of yielding important information about the period, or

(b) it in independently meets the Landmark of Historic Resource criteria.

A Non-contributing Building, (Contextual Importance) site, structure, or object does not add to the architectural qualities, historic associations, or archaeological values for which a property is significant because:

(a) it was not present during the period of significance,

(b) due to alteration, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period, or

(c) it does not independently meet Landmark or Historic Resource criteria.

5.08.460 DEFINITIONS OF NATIONAL REGISTER CRITERIA*

A = Representative of Events of Broad Pattern of History

B = Associated with Important Persons

C = Architectural Significance:
- (a) Significant Type, Period, or Method of Construction
- (b) Work of a Master
- (c) High Artistic Values

* From *Colma Historic Inventory*, 1992.

5.08.500 HISTORICAL RESOURCES ELEMENT APPENDIX B

5.08.510 ADDITIONAL READING MATERIALS ON COLMA'S HISTORY

1) Chandler, Samuel; Gateway to the Peninsula: A History of Daly City, Daly City, California: City of Daly City, 1973.

2) Cloud, Roy; History of San Mateo County, Vol. 1 & 2; Chicago: S. T. Clarke Publishing Co., 1928.

3) Gudde, Erwin; California Place Names; University of California Press, Berkeley, California, 1960.

4) San Mateo County Historical Association & Advisory Board; Kent Seavey, Historic Resources Inventory, Colma, California, December 1992.

5) Stanger, Frank; History of San Mateo County; San Mateo, California: San Mateo Times, 1938.

6) Svanevik, Michael; and Burgett, Shirley - City of Souls; San Francisco's Necropolis at Colma, Custom and Limited Editions, San Francisco, California 1995.

7) Svanevik, Michael; and Burgett, Shirley - Pillars of the Past - A Guide to Cypress Lawn Memorial Park, Colma, California; Custom and Limited Editions, San Francisco, California 1992.

5.08.700 HISTORIC RESOURCES ELEMENT APPENDIX C

5.08.710 SECRETARY OF THE INTERIOR'S STANDARDS FOR REHABILITATION AND GUIDELINES FOR REHABILITATING HISTORIC BUILDINGS

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a historic property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

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